



P. 87. 62.2  
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J. E. H. Allen

You will see as you peruse this book  
many mistakes and omissions, Blank Leaves and  
leaves that ought to be blank. &c &c I shall make  
no excuses nor shall I point the errors out for  
if I did I should want another book as big as  
this - All is gone must take it as you find it.  
Mother always said I was a Hunch and I partly  
believe it but you needn't tell anybody.

Yours Wm A Allen

If thou art borrowed by a friend  
Right welcome shall he be  
To read to copy - not to lend  
But to return to me  
Not that imparted knowledge I  
Diminish Learning's store  
But books I find if often lent  
Return to me no more

When you've read what best you like  
Remember the owners name  
And send it to Wm A Allen  
Down East

In the State of Maine

My Country now I suffer  
With my back against a

Old Dartmouth



Historical Society

W.B.

EJ

William Alfred Allen's

# Journal

Of the Cruise of the Whale Ship

Samuel Robinson

New Bedford Massachusetts

1844

Callao April 24<sup>th</sup> 1842

Sam'l Robertson Long 151° West - Lat 18 north. Steering for the  
Island of Mouie with a gentle breeze, Studding sails out low  
& aloft with a full moon and clear night, a comet to be  
seen bearing west by south from the ship which has been  
visible the last 2 weeks Wednesday 14<sup>th</sup> of March 1843

May the God of Love

Look from above

upon us poor ~~unhappy~~ sailors

Give us a ship that tight and free

And the Devil take the Whalers!

March 13<sup>th</sup>  
17 sails spread to  
the breeze and the  
old ship scarcely  
moving through  
the water.

Saw a shark  
large enough  
to make mince meat of  
but he can't come  
begin to sea to long!!

March 16<sup>th</sup>  
21 years old today  
I wish I was to home  
along side of my marn

March 4<sup>th</sup> the cold winds and storms <sup>at home</sup>  
every body running for dear life to keep  
themselves warm, while we are sitting  
on the windlass of a noble ship in our  
watch to night on deck in our shirt  
sleeves and nothing but a pair of thin  
duck trousers on!!!

the whole crew  
comfortable round us we have  
Going into port to get some <sup>with</sup> beer  
and see the folks! pretty folks truly  
as black as the mace of spades!!  
As I was standing at masthead  
today a found a hair in my jacket  
sleeve that once belonged to some  
american girl who made the  
coat. Took it and wrapped it up  
in a red rag and put it in the  
till of my chest for a curiosity!!

"Hope Defered makes  
the heart sick"

Capt. W.H.M.

The Prince of Liars

Flower of Pascality

Pattern for Extortioners

Swindlers & Thieves

Nov. 1843

### Scrape

A Nigger belonging to the  
Starboard watch did not turn  
out tonight when he was called  
but lay back to take another  
snore. The consequence was that  
some of the men took a rope and  
made fast to both of his legs  
and was hauled out of his bunk  
by 1/2 dozen men on deck half  
way up the gang way and then  
one of them poured a bucket  
of cold water on a part of his  
body which shall be named  
which made the old Darkey  
kick and holler for a mighty abou  
night

Henry Allen

W. A. Allen

On board Saml Robertson

of New Bedford

at sea Lat. 12° South Longitude west

Longitude west

# List of places seen during the voyage

Western Islands St. Felix Cape Horn  
Corvo Flores Pico St. Michael Graciosa Fayal

Azores Ferdinand Noronha Salvages Island  
months out 250

Staten Land

Terre del Fuogo

Juan Fernandes

Maspafuers

San Lorenzo

Callao

Lima

Gallipagos Islands  
Rodondo rock

Otaheita

Erne

Newhera

Washington Isles Pitcairns Islands  
Whitara

Marqueses Isles Chain Islands  
Charles Islands

1st Jan

2d

3d

Saturday Oct 23<sup>d</sup> Heighed anchor from New Bedford wind  
dead ahead blowing fresh

24 Wind blowing fresh all hands called to reef top-  
sails 10 o'clock at night took in top gallant, Tails

25 wind fresh and stormy heading South East

26 Wind fresh heading South by East

27 Blows a gale of wind 12 o'clock at night called to  
reef topsails. dark as pitch This was the first time  
that I ever went to reef a sail was the 2<sup>d</sup> one up on  
the Lee yard Arm only 2 able seamen <sup>on the yard</sup> and  
all the rest as green as a pumpkin some of them  
holding on for dear life and the sailors yelling at  
the top of their voices; all put together made me  
laugh in spite of every thing after working a couple  
of hours got a close reefed fore and Mizzen Top Sails  
and double reefed Main Top Sail

28 feel rather qualmish and considerable <sup>tired</sup> having only  
had 4 hours sleep out of 24

29 Pleasant.

30 Pleasant weather. Capt exercised us on the rigging

31 Fair Wind Employed in mending rattings captain <sup>sails</sup>  
sends the Green Hands aloft to furl and unfurl top gallant

Nov 1<sup>st</sup> Spoke a Ship bound from Belfast to Charleston S.C.

" 2<sup>d</sup> Saw Whales to Windward but as it was near night  
and blowing fresh we did not lower for them

Nov 12<sup>th</sup> Caught a 30 <sup>by 4</sup> <sup>or 5</sup> <sup>or 6</sup> <sup>or 7</sup> <sup>or 8</sup> <sup>or 9</sup> <sup>or 10</sup> <sup>or 11</sup> <sup>or 12</sup> <sup>or 13</sup> <sup>or 14</sup> <sup>or 15</sup> <sup>or 16</sup> <sup>or 17</sup> <sup>or 18</sup> <sup>or 19</sup> <sup>or 20</sup> <sup>or 21</sup> <sup>or 22</sup> <sup>or 23</sup> <sup>or 24</sup> <sup>or 25</sup> <sup>or 26</sup> <sup>or 27</sup> <sup>or 28</sup> <sup>or 29</sup> <sup>or 30</sup> <sup>or 31</sup> <sup>or 32</sup> <sup>or 33</sup> <sup>or 34</sup> <sup>or 35</sup> <sup>or 36</sup> <sup>or 37</sup> <sup>or 38</sup> <sup>or 39</sup> <sup>or 40</sup> <sup>or 41</sup> <sup>or 42</sup> <sup>or 43</sup> <sup>or 44</sup> <sup>or 45</sup> <sup>or 46</sup> <sup>or 47</sup> <sup>or 48</sup> <sup>or 49</sup> <sup>or 50</sup> <sup>or 51</sup> <sup>or 52</sup> <sup>or 53</sup> <sup>or 54</sup> <sup>or 55</sup> <sup>or 56</sup> <sup>or 57</sup> <sup>or 58</sup> <sup>or 59</sup> <sup>or 60</sup> 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After we had got the whale pretty well secured alongside and the decks cleared up all hands went below for Breakfast we got him cut in before night and then set the Try Works to work for the first time. It took us 2 days to try him out and at the end of that time we were all cleared up and ready for another

15<sup>th</sup> This morning the cry of Land ho! was raised from the masthead at which welcome sound there was a general rush on deck and all hands enquiring where away? one of the able seamen pointed on the Starboard beam and there sure enough was a mountain with its head far above the clouds after breakfast it was my left and you better believe I marvelled up aloft about the quickest the "Old man," saw me and guessing my object he sung out to me with a sly grin keep a good look out there, Allen there's plenty of whales round here, ay, ay, Sir. But very little water I saw that day. pretty soon the old ship was put away for the land and going right before the wind at the rate of 8 knots, in 3 hours we were off Fayal, between Fayal & Pico, and it was the Peak of Pico that we first saw we stood off and on while the Capt took his boat and went on shore as soon as he had gone a boat put off loaded with Oranges Apples Jacksacks Cheeses and Aguardente a kind of liquor similar to new Rum but very strong those who were fond of Liquor would give a new striped shirt for a bottle and the rest were so ravenous for Oranges that they would give all they possessed for a dozen Fayal is the most beautiful place I know of to look at from the sea the shores are so bold that no soundings can be found within 1/2 mile of the shore nothing of importance occurred after we left Fayal till 1<sup>st</sup> Dec. Rigged out Studding Sails for the first time 9<sup>th</sup> Lowered for whales and caught one that made 8 bls this day one of the green hands was flogged at the Wheel, by the name of Byrn

18, Lowered and caught 4 Blackfish making 5 bls, this day another hand got a flogging

25 Nothing remarkable today except we had a good dinner  
in honour of Christmas

27<sup>th</sup> Made the Island of Ferdinand Norhonna a Spanish  
Island on the Coast of Brazil

30<sup>th</sup> Made the Island of Trinidad. This is a mountainous  
uninhabited Island with nothing remarkable about it  
except a very steep mountain with a hole at the base  
reaching clear through it large enough for a boat  
to be rowed through. We hauled our main yard aback  
off this Island and sent a boats crew on shore to fish.  
While we were laying too, two Sharks came astern and  
we threw overboard a piece of pork attached to a piece  
of cord in a moment one of them was fast and our  
Capt sunk a Spade into him the whole length, which  
sickened him so that we did not see him again

31<sup>st</sup> A Shark following the vessel to day I suppose he  
smells fresh meat but he can't come it

5<sup>th</sup> Pleasant. Just got out to work after being lame 3 weeks  
in my right arm just leaving the Brothers Banks for Cape H  
saw Porpoises today but could not get any.

We now have a regular watch and watch. It is very warm  
here. We are now in Lat. 28 South

Jan. 13<sup>th</sup> Spoke the Emeline of Exeter

" 17 Experienced a violent storm off the Rio de  
la plate. 19 On Soundings 10 deg. from Cape Horn

Jan. 22<sup>nd</sup> We are now getting in stormy latitudes so there  
is a violent storm

Jan 26 Made Falkland Islands

" 29 Spoke Ship <sup>Godth</sup> North Carolina of Dartmouth

31 Made the Staten Land Feb 11<sup>th</sup> off Diego Islands

Jan 13 Doubled Cape Horn at last - that stormy Cape which  
we have been 17 days trying to double in storms of wind and  
hail and rain for 17 days we have not had 2 hours of fair  
weather. Wet and weary we traveled round the decks  
and up the rigging to take in or shake out a reef

And now though we are past the Cape we are not out of bad weather but we have got to fight with the winds and waves for at least ten degrees more. 20 Feb. After 7 days more of stormy weather we have at length got a fair wind for the Northward

### Juan Fernandez

to the world

26 Feb. Off the Island of Juan - an island made known as the scene of the adventures of Robinson Crusoe De Foë could not have chosen an Island more fitted for such an adventure throughout the whole Pacific, its lofty hills whose tops are scarcely discerned through the clouds that cover their summits - its valleys crowned with everlasting green the herds of wild horses and bullocks the flocks of goats more shy than the rust seen peeping over the hills at whom intrudes upon their domain together with the distant Island of Massafueru seen in a clear day from the hill tops like a cloud hanging upon the verge of the horizon make this island seem at first a paradise. We first saw this island about two bells in the morning watch the mate had just come forward and told us to keep a good look out for land, and 3 or four of the watch were gathered together on the head of the bowsprit listening to a yarn from one of the boatstewards named Peck when we saw the mate looking intently at something in the distance on our weather bow, all hands in an instant were on the look-out and as day-light approached we could see distinctly the rugged outlines of the hills against the horizon. About 8 o'clock we hauled our main yard aback and the Captain called all hands aft. after we had taken our stations he told us that he was going to give each watch four or five hours ashore accordingly two boats were got ready and their crews were onboard and away we started in high glee for the island. To me who had not set foot on dry land since we left N. B. every thing looked like enchantment and it seemed as though I could

have lived there alone forever. I could not stop a step without seeing something pleasing, flowers were there that I had seen in my own Father's field; while Stortions, and many other garden flowers, which I had before time helped my mother to take care off, grew in wild luxuriance; every hill and valley were covered with Peaches, Figs, Quinces &c. while the harbour abounded in fish of various kinds and in great quantities. After we had eaten our fill of fruit we started off to see Crusoe's Caves, they do not answer much to the description given of them but that is owing to the great length of time that has elapsed since he was there. the situation is the same but the palisades are gone. There are several other caves on this island made by the Philian convicts, none of whom were on the island at the time I was there. When we went on shore the Capt told us we might stay till noon but when noon came five of our crew were missing. it seems that the idea of any of our ships crew running away had never entered our captain's head but he was mistaken. we waited till 4 o'clock for them but they were still missing we went on board and towards night the Capt went again on shore. he found one of our missing men and brought him on shore board he was immediately put in irons and kept so till morning the next morning we were in sight of Massaford and after running three quarters of the way round it we again started for Fernandes the Blacksmith for it was him that was taken; was brought on deck and lashed to the main rigging and the third mate was set to work to make a cat, a regular "Cat o nine tails" to flog him with, I was at the wheel at the time and as I looked at the poor fellow bent up all ready to receive his flogging I could not help pitying him just as the apparatus was about done and every thing ready there came up a squall and away went our fore-top mast & main-top gallant masts together with two men who were at

6  
the mast-head. I looked upon this as a kind of judgment though the work of it fell upon us poor fellows, for we had to go to work and repair damage which took us some time. The Blacksmith it is needless to say watered down and escaped punishment we lowered away a boat and picked up our men one of whom was most gone, he was going down the third time when they caught him by the hair and hauled him into the boat this day spoke Ship Mary of Nantucket. March 1<sup>st</sup> spoke Ship Henry Astor of Nantucket 4 mar. Got our ship at last fully rigged again and ready for cruising. 7<sup>th</sup> Again made the Island of Juan. we put in and the Old Man, again went on shore, he found his men and brought them on board and now we expected that the device was to pay. He had them in Irons and kept them so till noon, we were then called aft and after threatening what he would do he told them to go forward.

Mar. 9 Lowerd for Whales.

" 10 Saw Whales

" 11 Raised whales Lowerd and turned up two, which made us 97 barrels.

21 Caught a whale which made us 137 bls. This is the first time that I ever saw a boat stop. We lowered in the morning at 6 o'clock and chased whales till noon, when we saw the signals at mast-head to come on board, we were heartily tired, and were glad to go on board but as soon as we were got within hail the old man sent us off right dead to windward after another school but it was no use they were so cunning they would keep just about 4 boat lengths ahead of us and we would pull as hard as we could and

2  
there they would keep just so far off, rolling and blowing  
and when we slacked off they would slack off too. at last we  
gave it up for a bad job for it was no use they wouldn't  
be hatched and we got on board at 4 p.m. we had been on  
board long enough to get our grub as we call it when  
two whales came up not more than 1 mile from the  
ship and in a minute the Captain was at the gangway  
bellowing with might and main to jump up and man  
the boats, here was a pretty mess we had pulled all day from  
6 in the morning till 4 at night and then it was jump  
up and man the boats!! however we lowered and just as  
right the mate put up his sail and tired of working so  
long he sailed right square on to a large whale. Potter  
jumped up and seized his lion and let him have it, and  
no sooner did he fell the iron than we saw the boat in  
the air. our mate when he saw the first mate sailing on  
to the whale told us to lie on our oars and standing up  
in the Stern Sheets and very soon he was so interested  
that nothing but short exclamations escaped him  
such these. 3 blows more and he will have him. Oh my God  
I hope he will not go down. 4 blows more and so on  
at the 5<sup>th</sup> blow the boat was near enough and we saw  
potter getting up. Then our mate says, there he stands up,  
there he gives it to him, Oh my God he is stove all to hell  
and jumping down he seizes his steering oar exclaiming  
spring my good fellows, every man. remember there are  
men there that cannot swim, and some of them may  
be hurt, but when we came up to them they were all  
on the bottom of the boat, and the mate was flying  
round raving like a madman. his line which  
which was fast to the whale had fallen out of  
the boat and the whale was laying quite still in  
the water and as soon as we came within hearing  
he began singing out to us. Seyer to leave him  
and get his line accordingly we pulled in and got

hold of his line and began to haul up to him while we were hauling up to him the 2<sup>d</sup> mate went on and got fast when he struck the whale up with his tail and hit the bait a clip and knocked him out. By this time we were all ready to haul on to him but no sooner were we taut line than the Iron drew and we were loose. We fought him till night and to cap all our last harpoon drew and the whale was lost, he went but did not sport but once so far as we could see. He followed him till 10 at night and lost him! We went on board and the Captain who was enraged at the loss of a 60 bl whale as he termed him scolded the mates and finally turned in; the next morning the Capt went aloft, and just as breakfast time he sung out at the top of his lungs, There's a dead whale! There he lies!!! Hard down your net!! Lower down the Bow Board &c We lowered the boat and cut a hole in his flukes and towed him along side. We cut him in, and tried him out, and he made 137 lbs I never saw so fat a whale; there was no part of him, but the White Horse. (This is a part of <sup>the</sup> blubber in which there is no oil) that the oil did not run out in streams

Callao. Lat 12° South.

April 4<sup>th</sup>. We are now in sight of land. The lofty Andes of South America. You may judge how lofty they are when I tell you that we have been in sight of them two days and running for <sup>him</sup> all the time with a good breeze and are now 10 miles off. He stood off and on, and we were afraid that he would not come to anchor but he concluded to at last. The next morning the Capt told the bow boats watch to get ready to go on shore. (since we have been on the whaling-ground the crew were divided into 3 watches so as to give the crew more time below in the night there in two watches, and in the daytime two watches on deck. As I belonged to the bow boat, I was glad to hear this order and I was soon ready

When we were all ready the Captain gave us a dollar apiece and told us to be down to the boat at sunset.

The first appearance of Callao as you approach it by water would put you in mind of a lot of old outhouses and as you approach within hearing the jabbering, not one <sup>word</sup> which you can understand is enough to make honest Jack-Tar stop, hitch up his trousers and open both eyes with astonishment.

The first thing I saw on landing - excuse my crooked writing - it is so dark I cannot see the road - well as I said before - the first thing I saw was a great pile of wheat all mixed up with jackass dung. I suppose they believe in the old adage that dirt is wealth - Some, the next, about forty thousand jackasses with their riders perched on their rumps with their long sticks battering the poor beasts over the mugs and all I could hear was craho's and poniella's in great abundance, the next thing I saw was some - let me see - in our country they call animals that wear bonnets and long toggs, women, yes, I saw some women but such women! they were as black as my hat or bracker, and about as big round as they were long, and - I see one fall down and instead of stopping as common folks do, after she was down she ended over and come on to her feet just like a cat, had heard much of the beauty of the Spanish girls and I was the more surprised when I saw such ungainly creatures. But without joking the pure Spanish women are indeed handsome. The houses are built of long reeds plastered over with mud, and their forts and castles are built of the same, let them have one of our down-east fall rain-storms and they would not have a house standing. But the houses do well enough for the country, where there has been but two rain-storms within the memory of man. I visited their Castles and every thing of some notice. I saw some Anchors and Guns that were thrown up in an earthquake that are larger than any that were ever known to be used. The old city of Callao was sunk at the time and we were riding at anchor over the former city! What a thought! to think that thousands of men with Houses, Churches, and Public Edifices, and and all the pomp and pride

10  
of a great City, and that Ships now anchor over their former marts.  
The City of Lima the Capital of Peru is in sight from here distance 8  
miles. There is nothing worthy of notice here except the churches which  
are very splendid. Not a great while ago the city of City of Callao was  
invaded by the Chilians and I went out to the battle ground, and  
here was a heartrending spectacle. There was the skeletons of at  
least one thousand men lying round, and remnants  
of their dress and parts of their armour - old rusty bayonets,  
broken swords and other articles of a warlike nature. and  
how did they perish? by starvation!! yes, they were starved  
to death by their own party!! The ground was excavated and  
arches were built of brick just upon a level with the top of  
the ground so that the guns of the Chilian Frigates should  
take no effect upon them. Here they were placed to keep  
the Chilian's boats from landing; they staid here till their  
provisions were exhausted and then they were, if they  
showed their heads the Chilians would open upon them  
and when they were so desperate as to make a rush for the  
Castle, their own party opened their fire upon them and  
drove them back! This is a specimen of Peru, one of the richest  
countries in the world; they are fighting now, 6 days march in  
the interior, between themselves, and when I was there news came  
that the President was dead, and their head general desperately  
wounded. We were here 14 days and each watch had 3  
days liberty. We had 3 men run away here and one of them  
got clear the others he caught. One man by the name of Burns  
ran away and kept away 3 or 4 days & the old man went on shore  
and offered one ounce for him which is equal to 17 dollars in  
our currency, and the bloody Spaniards who would run a  
mile and skin a flint for two cents caught him and shoved  
him into the Callaboose where they kept him in the  
poke as they call it, and then the Capt took him on  
board and put him in the run in Irons, and they swore  
that when he got him to sea, he would flog him <sup>in</sup> ~~in~~ <sup>the</sup> ~~the~~ <sup>time</sup>  
but that was all gammon, though we believed it at the

# Journal

May 3<sup>rd</sup> 1842

Some one of our fellows thought so much of it that he wrote a letter on board of a man of war to see if he could not divert him from his design of flogging him but it was no go and we found out that the old man could do about as he was a mind to as the saying is. The night before we went to sea one of our fellows the Blacksmith that I have spoken off before in an former scrape jumped over the bows and swam to a boat that was sent for the purpose and made his escape to an English Barque where he was <sup>hid</sup> by the crew and kept concealed till after we sailed. The Capt went on shore the next morning and offered a reward for him, and spoke the English Barque to see if he was there, but it was no-go, the Capt of the Barque told him that he was not on board there & furthermore that he had two men run away himself and that he had heard that they were gone to the mountains in company with another person who he thought likely was our Blacksmith. But that was all plain, too. He was on board the barque and the Capt knew it too, and furthermore the Capt of the Barque had not had any men run away as he stated, and the day after we left he (the Bo) was on board the Chili another whaler and had quite a talk with some of the crew. This we found out by the crew of the Chili the next day when we returned 22 April. This day we returned and left the Capt in Callao. I suppose that the Capt thought if he staid on shore and the ship went out that the Blacksmith would come out, but he was too old a rat. he kept dark and the Capt could not find him the 24 we came on - and got

12 The Capt and we came out in the company of the Chili with whom we cruised 3 or 4 days and then parted. Company we too beat up to windward and she to go back to Callao to see if she could find anything of her Cook who had run away there.

May 7<sup>th</sup> We hauled for Blacksmith fish and killed one and then cut loose from him as there was no fat on him.

8 Turned the old ships head towards Callao

11 We again made Callao

12 Employed in breaking out oil to pay the Capt's expenses we left him on shore on account of sickness; we are again to go out and cruise six weeks. There are several Bedford ships in here at this time that have come in here since we were here last - among them were -

Junior 310 tbs 8 months

Hope 1200 24 25 months

Henry 100 - - - -

Addelin Gibbs 350 - 8 months

We have had as good luck so far as any one we hope spoken. My old "Chum" that I came to Bedford with Mr Chace 3<sup>rd</sup> mate of the S. G. came on board to see me. 13 Employed in towing the ship out of the harbour it being a dead calm and the ship being in danger of going on to the Island of San Lorenzo.

14 The wind has again roused and we are off on a taut Bowline for 86 West Longitude and between the Latitudes of 5 & 12 South

17<sup>th</sup> Spoke the Chili again they have not seen the spout of a Whale since we saw them

Since we left the Capt we have had first rate times, no unnecessary work going on for the sake of seeing us all at work But when anything is done we know it is necessary and go about it heart and hand I don't think the crew were ever so anxious to get whaly as they are at present.

Some of our crew say that this is only for a bait to lure

# Journal

by W. A. Allen  
Andes of South America

Description of the Crew of the Whaler, Samuel Robertson

Capt W. H. Warner

Is a man about 35 or 40 years of age, with blue eyes, a most tremendous long nose, and has got the fiercest curl to his whiskers of any man I ever saw. He is easily excited, very quick tempered, and will have his own way in spite of the devil.

He is dark complected, well made, and stands about 5 feet 6 in.

G. H. Worth First Mate

Is light complected, and a very strong made man, hazel eyes, brown hair, and left handed. He is a smart seaman, and a first rate officer, death on a whale, and good to his men.

Benjamin Stuart Second Mate

Is light complected blue eyes and light hair which growing gray with age. In short he is a regular Farmer looking man, good natured always joking with the crew, and such a man as a sailor would go all lengths to oblige.

John Ayers Third Mate

Is a short well made man, light complected, and a perfect picture of a good sailor. He is active, good natured, and first rate sailor.

G. O. Ripner Fourth Mate & Cooper

Is a tall well built man with blue eyes and light complected with a nose that emulates the Capt's in length he is a quiet good tempered man is a member of a church in N.B.

Clement Daniels Able Seaman

Is a stout man.

## Journal by W. Allen

The men to stay by the ship in case the old man should leave on account of his sickness. Whether this is true or not time will bring forth.

If he should leave I should rather stay in the ship than if he were here, for Mr Worth is a more quiet sort of a man and one that don't believe in flogging men as he would beasts.

I do not say this on account of any abuse I have received; on the contrary, if I were in N.B. and was going to see again I would go with <sup>him</sup> in preference to one I did not know. He has hardly spoken cross to me so far and then it was for omitting to see him when I spoke to <sup>him</sup> which hurt his dignity though I did not know <sup>they</sup> I said him or not.

If he leaves the ship I do not know but I shall leave her and go on board some merchant ship bound for England and from thence home.

When I was in C- I wrote a letter to send home but I could not get a chance to send it so I put it in my chest ready for the first opportunity.

May 24<sup>th</sup>. This night we had a pretty muss. - it was our mid watch on deck and the officer of the after <sup>deck</sup> calling out to keep a good look out forward, to which one of the men who was flat on his back, caulking under the weather rail, responded ay, ay, Sir, went quietly aft and coiled himself up on a gun. We were lying on deck some asleep some spinning yarns and others listening till all hands thought the watch must be out. Blow me says Dan if I don't believe the watch is out. the bloody mate is asleep and all sail set in his noodle for home; blast his bloody eyes says another and so it went round every one passing comment after his own fashion. It was my last lookout and I went to our Boat Steerer who was sitting on the work bench and asked him to go and waken the Mate. Continue on bottom of page 16

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I would like to be at home about this time to see how things look. I begin to hanker after one of our summer showers or a good winter snow storm. I have lost one winter and although we had looking enough off Cape Horn to stand me for a while yet I would like the looks of another. I have not seen a drop of rain for almost 4 months, and the very wind don't blow Yankee fashion for it blows here all the time one way. For 1680 miles we have had the wind on the quarter running up to Callao.

I came very near getting knocked off the fore top gallant cross trees yesterday. I was standing on the cross trees looking out for whales, thinking very hard of nothing in particular when a Booby who saw something very curious either in the mast or me came flying back & forth and at last he became so impertinent that he came so close to me that when the ship rolled the royal mast took him square in the breast knocking him back several feet and giving the mast such a jerk that I came very near scraping acquaintance with the deck 120 feet below me. The old chap who had probab<sup>ly</sup> never come in contact with any part of the material world harder than water or fish went off giving vent to his astonishment in no very gentle tones.

The poor flying fish catch it right and left to day the ship jacks seem determined to make a meal of them anyhow. I saw one little fellow spring up from under our bows and he could not touch the water but one of the rascally chaps stood open mouthed to receive him and after they had got him so worn out that he could fly no longer they eat him with as little remorse as I would a piece of pie. This made me so mad that as soon as I was relieved I took a fish line and went out onto the end of the fly gill boom and with a piece of white rag for bait for my hook I soon had one of them by the jaws and carried him in on deck and we made a meal of him. I cannot say I liked him very well but I eat a piece of him out of clear spite.

## Burns escape &amp; recapture at Callao

Our boats crew went on shore with one dollar in cash in our pockets and sundry parcels of tobacco inside of our shirts an secreted round in the boat in various places for the purpose of smuggling it on shore to raise more money for a spree I say there, says the Capt have any of <sup>you</sup> got tobacco in that boat? No Sir I dont see any says one. I have got half a head says another that had about 3 lbs about him. the Capt winked at the mate who was laughing to see how green the green hands were and the green hands laughing in their sleeves to think how they fooled the old man. Well, take care, says he if you get this ship in trouble I will make you sweat for it. After we got on shore we went up the streets together and suddenly one of our men was missing and we could see nothing of him for the rest of the day. The fact was he cut us at one of the corners and put for the bush in company with the man we took from Juan <sup>he</sup>. he says he bought a lot of provision and intended to make for the next port to the northward, he went on till he came to the River of Lima which he dared not attempt to cross on account of the inhabitants who <sup>lived on the</sup> bordered off it they were half savages and worse than savages they lived in the open air & subsisted on fish. Burns styled them Cannibals. Here he stoped till his provisions were all gone and the mosquitos which he says were about as big as sparrows had eaten them about half up he then went back to C. to get some more provision and the Spaniards immediately nabbed him and delivered him to the old man who had been on shore and offered a reward for him. Let him alone says he I wont wake him if we let up all night he will get caught napping yet. just at this time the first brute happened to come on deck and seeing no one stirring he went below to what time it was and seeing the watch was out he came on deck and went stily up to me - and held his finger before his eyes and jeriding him asleep he waked him.

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Wm A Allen May 24 1842

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He then went quickly to the man at the wheel who was standing perfectly still and was proceeding to try him in the same way when the steersman who was a funny sort a chap waited till his finger was within  $\frac{1}{2}$  inch of his nose and opening wide his mouth he made a desperate bite at his finger at the same time giving such a wild unearthly yell that the startled mate sprang back and his feet catching in the wheel ropes he measured off about 6 feet of the deck with his back he went below directly muttering about the sleepy rascals, but some of them were too wide awake for him.

25<sup>th</sup> Man overboard! Hard down your helm! Hard down! I say! Back the Main Yard & Mizzen Top Sail! Bear a hand there lower away the boats. In less time than it has taken to write it these different orders were executed and away we went like the wind in the direction of the poor fellow whose head we could now and then see rising in sight about  $\frac{1}{2}$  mile astern. When we got within a few boat lengths of him the mate told the boatsteerer to stand up, and just as we got within reach the rascally boatsteerer seized a harpoon and ran the poor Blackfish through the heart. The fact was one of the green horns saw the round Blacknose of the fish and he thought it was the head of a man and sung out man overboard, the rest, I have described.

27<sup>th</sup> We have first rate times now. things go on first rate we have plenty of good food, no jarring no unnecessary, its but every thing goes on like clock work every man is anxious to get oil and every man is praying internally that the Capt may never be able to come on board ship. This may be wicked, but I don't think it. The comfort of 30 men is worth more than the lives of 10 such men as he. 4<sup>th</sup> We lowered this day and got two blackfish making 3 bbls June 18<sup>th</sup>. We continue very quiet not seeing any whales and nothing to relieve the sameness of sea life more than common till yesterday evening

Cont- on <sup>last</sup> page 18

A sketch of a punishment on board Saml Robertson.

"What are you down in that Steerage for after the watch has been called a half an hour for Blacksmith?"

I did not hear the watch called, and the noise of their scrubbing over my head was what waked me up, Sir.

Up with you to masthead and that was stay till I call you down

I do not think that oversleeping myself merits such punishment!

Up with you to masthead!

I cannot, Sir.

Here the Capt gets a piece of rope about  $\frac{1}{2}$  -  $\frac{3}{4}$  of an inch diameter with which he gave him one dozen he then told him to go to masthead upon which he went.

At breakfast time he started to come down the br but saw him and told him to stay there but he would come down. After he was down the Capt gave him a most unmerciful flogging and sent him back. For such a slight cause as that the Capt made a smart fellow deny his duty and then give him a most unmerciful flogging. Such is the usage on board of one of Brother Johnathans republican Whale Ships

Continued

Last evening some of my shipmates were standing by my bunk spinning yarns about the outfitters in B-. and the cause of so many's being forced to come whaling against their inclinations. One of them instantly laid it to rest another proposed a temperance society more in joke than seriousness for all but 1 or 2 got drunk at Callao and consequently he could not be supported in such a resolution but no one knows the will of providence

Another seconded his motion, I instantly got up and wrote a pledge and at the end of 24 hours we had 15 signers 3 of whom were officers 2 boatsteers and the Steward. Everyone of these drank more or less and some of them are or were hard drinkers We are yet to try the effects of a visit on shore on our philosophy everyone is for in so far

17<sup>th</sup> Spoke Ship Narragansett of Nantucket - 7 mo. out  
500 sperm

20<sup>th</sup> Had a bit of a row today in which both parties came off victors one with a kick on the shin and the other with a barked nose

21 We had a little excitement today when we went down to dinner we found some old beef the leavings of the boatsteers and 2 lbs of pork to last 14 men for 24 hours this brought on a growl which lasted while we were eating dinner and then it was forgotten saw a school of Blackfish about 5 o'clock in the afternoon But we did not lower as it was too windy being under double reefed top sails.

We are now 60 miles to the windward of Callao waiting for our time to be up to go in for the Captain.

Today the mate asked that man that got his face scarred in the row what ailed his nose? Oh, nothing said he, only I tumbled down and trod on it!!

10 o'clock at night it is more calm than it has been at for many days we are now in sight of land

22<sup>nd</sup> the weather is more moderate took all the reefs out of the topsails steering N.E. Saw Blackfish but did not lower We are 90 miles from the mountains and yet they can be seen as plain as though we were within ten they differ from our mountains in one respect and that is instead of rising in peaks it is one lofty range stretching along as far as you can see looking like a vast curtain and presenting an apparently impassable barrier between one side of the coast

## Journal

and the other. Rugged and uninhabitable as they look there are Americans to be found there who were once steady respectable men brought out here in an evil hour by whalers and becoming disgraced with the usage they were subject to under the command of poor ignorant men who know just enough to kill a whale and tack a ship and as that is all that is required by a Nantucket or Bedford owner when such a man gets command of a ship they are so puffed up by the office that they consider those under them though better men than themselves. But dogs or men who were sent out on purpose to wait upon them. I will give you an instance of the assurance of one of these celebrated men - when we were not a great ways from Cape Horn we spoke a Nantucket ship and in the course of the conversation the man - Capt asked our old man what his lat- and longitude was our Capt told him, but the other capt in stead of holding his jaw and going along sings out mine is so and so right too making a difference of 90 miles and says he there is a rock in your way you had better look out for. Very well says our capt and as he came out of the boat I could see a smile of contempt for his brother captain on his features the fact was the rock was full 80 miles to the westward of us and we knew our latitude and longitude was right for all hands saw the land two days before. The chief part of the men who have command of whalers could not get a second mates berth on board of a Merchantman. but I am wandering from my subject these men in consequence of being used as they are without considering what they shall do in a strange country for a living run away from their ships and as they have to leave the seaport and go back into the mountains where in a short time they get so reduced that they have to rot to support life and the next thing they know they are taken prisoners by the soldiers and sent to the mines for life. Thus they are cut off in the prime of

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their lives (for the most of them are young men) and taken from the pure air of heaven and from that time till they die they never see the sun more. When I was in callao I saw 3 that were condemned to the mines, with chains on their hands and feet mounted on horses <sup>each</sup> with a Spanish ruffian behind him with his firelock lashed to his back.

23<sup>d</sup> This day it is stormy again and we have taken two reefs in each topsail and furl'd the mainsail

The practice of advertising for "Enterprising young Americans" as these outfitters do can never be enough protested against. the effect of it is to bring together young men attracted by the novelties set forth in the papers from all parts of the country to Bedford and Nantucket where they have to stay till by good luck they can get a ship. When I was in Bedford there were so many there that the owners and capt's were as difficult about pleasing as a lady buying a new dress. If young men only knew what was in store for them 4 hours sleep in 24 and now and then the sight of a savage Island the owners would have to be less choice in their selections of crews. If an outfitter once gets a man in debt to him he is a gone case, whaling he must go in spite of all the universe they will tuck him off with a chest full of clothes any article of which you might shoot peas through and charge him one hundred dollars he will then go to sea and by good luck in 4 years he will make enough to pay his bill with the interest if not off he must go again.

24 Saw the island of San Lorenzo bearing N by E 10° in afternoon distant 25 miles. We shall go in tomorrow for the old man.

25<sup>th</sup> Calm today, the first calm day we have have had since we have been out just the times when we want a breeze we are minus.

26 ran in and got the Capt who looks worse than when we left him.

27 We are now running south west right before a smothering breeze at the rate of 8 knots this morning about 3 o'clock we saw Blackfish close to the ship they were so near we could have thrown a lance into them and it seemed as if they were bent on trying a race with us but it was no go and I could see the tears rolling down their cheeks as big as my hat. at any rate the water rolled off their faces every time they stuck their heads out to blow. It is curious how they will make their way through the water so fast as they do. These fellows were so near that I could see every motion and not once did I see them move their tail or fin and yet they were going through the water at the rate of 8 miles an hour! But when they were dying look out for them their tail, fins jaw and every part of them is in tremendous commotion they will go with the speed of lightning making the water boil and foam around them in a terrible manner. Though a Blackfish is not apt to scare a boat with his flukes or tail yet in their flurry or death struggle they are counted more dangerous than a sperm whale for they have no certain motion but some times they will run ahead with great velocity and at others they will describe circles, While a sperm whale always goes round in a circle three times and then turns always with his left side up and it makes no difference what time of day it is - sunrise or sunset - he will invariably die head towards the sun and it is almost as hard work to start him in another direction as it would be to tow the ship against the wind. There is something curious in this for after you once get his head pointed in another direction you he can be hauled round as easy as a log. The large whale that we got took 3 boats with their sails set in a strong breeze and all hands pulling at their vars one half hour's hard work before we could alter his position and after that one boat could haul him back and forth with ease. A whale is always in motion asleep or awake, alive or dead when a whale is dead he goes at the rate of a mile an hour even if there is a hurricane blowing against him for the a

of the water on his enormous flukes, urges him always ahead  
30 Engaged to day in trying out our Blackfish just as we had got about done  
with him we raised some more we lowered and the 1<sup>st</sup> mate got  
fast at Blackfish will always stay round till one of their number  
is dead he did not haul up to him to kill him but waited  
for the rest of the boats to get fast we tried our best but they  
were too old for us and we poor buggars that were not fast had  
to pull our own boats while the crew that were fast  
had nothing to do but sit with folded arms and look at  
us. The way he would pull that boat round was curious  
some times it would be round and round and then he would  
go off in a bee line for half a mile when he went in his  
flurry he kicked so hard that he threw the iron out  
and we lost him. We had a prayer meeting this evening  
the first that we have had since we started from N.B.

July Fourth

Independence of the United States celebrated on board  
of An American Whaler in the South Pacific Ocean

Celebration

— Order of the Exercises —

Rose in the morning and scrubbed of decks squared yards  
Lowered for Blackfish after long pull to windward  
come on board unsuccessful

# Journal of a Voyage to the South Pacific

5<sup>th</sup> Spoke Ship Congress Nantucket 1200 lbs 34 mo

Spoke Ship Henry Nantucket 1000 lbs 23 mo

We raised the Congress this morning as soon as the mastheads were made and immediately luff'd on the wind to speak her, our Capt went on board of her and shortly after we raised the Henry the spoke the cong- and then the three Capt came on board of our ship to transact business of our men the boat and went on board the H.

They went on board their respective ships about 9 at night and as they went away we agreed if we saw whales to show signals 6<sup>th</sup> This day it is almost calm and one of the ships is to windward and the other to leeward about 3 o'clock boats were raised to windward as far as the eye could reach we watched them till 4 o'clock and then we raised whales to leeward and saw one of that ships boats strike a whale by this time we were near enough to lower and we immediately stepped down 3 boats 2 went to windward and our boat and the waist boat went to leeward as soon as we were all ready we started off as hard as we could pull we saw the waist boat after a short pull and as there was a good breeze breeze they hoisted their sail and after a hard pull they sailing and rowing and we with only our oars they passed us again by this time we were within  $\frac{1}{2}$  mile of the whale in a minute of time our own boat sail was hoisted and we pulled past them in short order; we were on him in a moment and as our boat steerer stood up his foot slipped and he lost his first iron the whale was evidently on the point of kicking (which if he had done it would have been the last of us) when he recovered himself and gave him the 2<sup>d</sup> iron which sickened him so that he could not kick till we had steered out of his way in a moment he had taken out all of our line except

# Journal of a Voyage to the South Pacific

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one fluke and 2 or 3 coils before we could haul up to him. Mr. Stuart was fast and gave him a lance and Mr. Worth who was by this time along side of him soon finished him. The way he was used up was a caution. The Henry and her boats were chasing these same whales and they were so near when we struck that they could see every thing, and that made our fellows so ambitious to show what they could do that the poor fellow was used up as quick as ever they saw one and "injure it" as the Bedforders say. We got our whale alongside and every thing secure by supper-time and after supper we were employed all night in our watches getting up our cutting-gear and clearing away our try-works. Blubber-room and decks.

4<sup>th</sup> This day we hove him in and got our try works going we saw two ships to windward saw Blackfish Finbacks and flying fish in abundance.

5<sup>th</sup> This day rainy and disagreeable weather finishing trying out. Spoke the two ships to windward which proved to be the ship David Packard 8 months out and 50 barrels and Catharine 38 months out 800 barrels both of Nantucket. The two capt<sup>s</sup> came on board here and the 1<sup>st</sup> and 2<sup>d</sup> mates of our vessel went on board their ships. After the usual routine was gone through such as pulling between the different ships gaming and telling all we knew and hearing the same from them we parted. I was at the wheel two hours while the three captains were together and I could not help smiling to see how a little brief authority will operate upon persons who deserve to remain upon a deck till all the days of their lives there they were - our captain walking nearest the weather rail as master and the two others strutting by his side to leeward. Our captain was spinning them a yarn about the maul we had in Callao and how he beat us down and used us up and how he bullied the Lieutenant.

# Journal of a Voyage to the South Sea

There I was within hearing of it all and the two captains laughing heartily at us-but I think the laugh would have been on our side if they had known that the captains of the whalers then in callao-after they heard of his actions would have no more to say to him than they could possibly help which made him so mad that he came on board and gave us a regular blowing up. I had it on the tip of my tongue to tell them of it, but Jack must be deaf to all he hears and chew it as he would a bunch of oakum. Next came the capt of the Catharine a mean-low-lived looking fellow with a cut-throat look about him and his men said he did not belie his looks. he came out mate of her but the captain falling dead in the head of the boat just as he was going to strike a whale he had become captain, and since then every thing had gone wrong. Here she was 38 months out with only 800 barrels in a ship of 3000 barrels with rotten wormy bread no pork and the beef so rotten that the very day we spoke them they threw that beef overboard and yet they were to cruise another season on Chili, and then it would be 6 months more before they would get home! here are some of the privations that poor Jack has to undergo

July 20 Made the Gallipagos Islands These islands lie scattered along between 2 deg. north and one south This is a place of much resort-for whalers no fewer than eight ships being in sight in one day. These islands are entirely volcanic being nothing but a mass of rocks and lava there are two or three volcanoes on these islands which burn in summer but are extinct in winter There is one crater that can be entered, and many persons have entered our third mate had been in-he says that he descended about 50 feet and could go no farther on account of its rugged sides he crept to the edge and could see no

# Journal of a Whaler

When he threw down stones but nothing could be heard but its rumbling till it died away in the distance. There is no water on these islands and not a vestige of anything green that I saw everything was parched up by the sun and yet barren and desolate as it appears there are living creatures upon it, these are the Guiana-an animal with a body like a cat and a long tail like a lizard they have no hair on their bodies and are the most disgusting animals imaginable they live in holes in the rocks and when you are walking along and happen to tumble into one of them and feel one of these animals squirming around your legs it will make you jump a rod in fact it put me in mind of a time when I was spreading hay and pitched a snake into my stocking - the way I did kick was a caution. The other is the terrapin an animal much sought by whalers for fresh meat - they look a great deal like the mud turtle we have at home only they are black, they are made into soup and form a very good dish they are of all sizes from one pound up to five hundred the method of taking these fellows is somewhat curious when a ships crew are going to get some those who are going for them provide themselves with a pair of long stockings and as the ground is very rough they have to back them so when they see a big fellow they roll him over on his back and clap the stockings on his hind legs so he cannot scratch and then swing him on their shoulders and carry him down to the boat. we have got one small fellow here that we got on board of the shilli when we was in Callao and I have not seen him eat a mouthful since he has been on board.

# Journal of a Whaler Aug 4<sup>th</sup>

There is one rock or Island here named Rodondo or as the whalers call it Rockdunder which deserves particular notice, this is a circular rock one hundred feet high entirely perpendicular and flat on the top it was formerly as large again as it is now through the centre of which was a stupendous arch through which the water rushed with tremendous force and a noise like thunder the half of it is now gone by the force of the water dashing against it. it is dotted full of holes every one of which is the habitation of some kind of bird, down toward the water there are penguins with their bills hung over their shoulder like a sentinel on duty there are fur seals here and we went one day to the foot of the rock to fish and I could hear them barking like a parcel of dogs we saw two under the head of the boat and the mate sung out to the boatmen to fasten to him but he was too late.

20<sup>th</sup> This day spoke the Ship Francis of New Bedford Capt Christian 31 mos out 1400 and ship Ganges 11 mos out 250 had a gain.

22<sup>nd</sup> Spoke ship New Bedford of New Bedford 25 mos out 1000 had a gain again all 4 capt's being on board our ship & sail in sight today.

Aug 10<sup>th</sup> This day spoke ship Kingston of Nantucket 26 mos out 750 bbls saw whals 4 days before and got the only small whale there was in the school making 30 bbls. We longed for that chance and our crew seemed to think we should not let them off so easily.

# Journal of a Whaler

Aug 3<sup>d</sup>

## Poor Jack the Sailor

This day is a day ever to be remembered on board our ship a day in which the power and authority of the Capt was shone forth with blazing splendor. It was 7 o'clock in the morning a pleasant day and the ship going along about 4 knots steering S.S.W. when our pet (sailors always have a pet of some kind) poor Jack the sailor who had been playing, forward came aft and went the quarter deck in sight of the Capt which so enraged him that he kicked him into his pen and not satisfied with that he called two of the sailors and made them haul him out and fetch him aft where he began lashing him the poor fellow crying for mercy till he got to the wheel when he could stand no longer but fell down in a kind of fit his feet were drawn backward so that the bottom of his fore or hoof lay against the back of his legs and his mouth covered with foam in this situation he lay a few moments and then staggered along into the starboard waist by the deck tub and then fell again into ~~his~~ another fit, the Capt then gave him another severe kick saying if you do not get over this after breakfast I will cut your throat but he was saved that job the poor creature died before I was relieved. The Capt came on deck after breakfast and ordered the men to throw him overboard remarking at the same time if the crew did not keep their weather eye open he would serve them the same. The foregoing needs no comment but it is plain to be seen if a man would use a poor dumb beast in that way he would not be very careful of the back or feelings of his men as he has often proved. The above is no fiction but is plain matter of fact.

38. Journal of a Whaler.

Aug 1 We had another display of authority this forenoon it happened thus at 4 bells (10 o'clock) in the forenoon as the mastheads were to be relieved I spoke to one of our men a great big-fisted raucous 6 footed chuckle-head who has acquired the name of being foolish and told him it was his mast-head at the Mizzen without any preface he told me I was a G-d, d-d liar. Now the capt has lately taken it into his head that nobody shall swear but himself and as he was sitting on the Fore top Gallant-yard at the time he overheard him. Down he comes stark-starring mad calls the poor fellow aft and gives him 7 or 8 blows with a rope that has left the marks for a number of days afterward If it had been any other man it would have been different but the fellow was a fool and the old man had ought to have taken no more notice of it than I did. And another thing the Capt had no right to flog a man for what he is doing and howdy doing himself Aug 2 This same man ~~who~~ was to work aft with a Tar-bucket and the Cn's dog happened to run against <sup>it</sup> in his frolicking and getting a small speck of it on him for this he was obliged to rub the tar off the dog and stay all day on deck next day coal-tarring the dead-eyes and iron work about the ship thereby losing 4 hours out of his rest. If it had been me I would have passed him over the side the next day.

Aug 3<sup>rd</sup> More wonders yet to come. A man was sent out to work the flying jib and for not echoing every word that the mate said to him the capt call'd him in and began to belabor the man with a ropes end, he caught hold of the rope and the Cn told him to let go of it he did so and the Cn struck him again this was too much for a young man of high spirit to bear, he caught the Capt by the throat and gave him a clip seemed to astonish him not a little The mate now sprang forward exclaiming, you

# Journal of a Dr. Halem

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strike the Capt of this ship with you you damnable son of a b-h and making a blow at him he leveled the poor fellow with the deck and after he got up shoved him aft. The whole crew were in a high state of excitement some proposed if he was sized up, to cut him down again, and finally all agreed that he should not be flogged, be the consequences what they might. The old man did not choose to flogg him but sent him forward and all is quiet again.

I do not know but the laws of the U.S. are proper in regard to the power that is vested in the capt of ships but it seems to me that if capt can abuse their men in this way and yet not go contrary to law that something should be done. The men for the most part who man our whale-ships are young men just beginning <sup>the world</sup> to warm from the domestic circle and from a country where they never saw their fellow creatures striped to the skin and the flesh quivering and lacerated by the cat-o-nine-tails like a southern slave - yes, worse than a slave for a slave is brought up where it is the practice, and to a northerner it would be a shocking <sup>sight</sup> even with all his prejudices against a negro.

Aug. 23<sup>d</sup> Exactly 10 months out today and only 350 barrels! dull musick this - HERE she blows!! sings out half a dozen men at-masthead, up jumps the old man who had been looking out on the fore-top-gall and yard haul aback that main yard! hard down your helm Call the watch hard down your helm I say Clear away the boats hoist and ~~and~~ swing, haul up the main sail! All these orders were given and executed with the rapidity of lightning and then we began to look about us for

the whales, and there they were sure enough chock under our bows going to windward "eyes out" with the speed of lightning. These were the first whales we had seen since we took our last; and the reason we did not see these before, was, they were in the sun-glaze and coming for us and exactly ahead of the ship. It is well known that even as far north as where we belong no person can stand it to look where the sun is reflected on the water and any one can judge how much worse it must be here on the equator with the full blaze and heat of a tropical sun. The whales kept along till they saw us which frightened or "gallied" them and made them change their course and the instant they showed themselves out of the sun glaze they were seen and then followed the muffs which I have described. We beat to windward after them but it was no go.

# Journal of a Whaler

38.

## Horrible Proceedings

On board of the

Henry Astor as related by one of her crew who ran away from her afterward in Talcahuana and whom I saw on the 27<sup>th</sup> day of August 1842 in the lat of 17 miles north & 119 degrees west longitude on board of the Draco of New Bedford which ship he joined 3 months ago

It will be recollected that when we were at Juan Fernandez that we spoke the S. J. Mar 1<sup>st</sup> who we left on her watering. The day ~~we~~ <sup>she</sup> left Juan there was a gale of wind and she shipped a sea which filled the Bow & waist boats; at this time there were 3 men to leeward one of them jumped ~~on~~ <sup>and</sup> the windlass another sprang at ~~caught on~~ <sup>and</sup> ~~boat~~ hold of the fore-topsail sheet while the third held on to the fore-rigging the heft of the water as it poured into the boats stove the waist boat all to pieces and the bow boat in which this man was, parted her after crane which supports the boat and pitched him out of her into the sea, the boats warp was made fast to the ship and the boat after she ~~struck~~ <sup>ch</sup> the water went astern the length of her warp ~~who~~ <sup>he</sup> she brought up. haul that boat forward and clear her of water and hoist her up <sup>he</sup> said the captain are you not going to save that man? ~~and~~ <sup>he</sup> the crew. damn the man and save the boat said the capt. Accordingly after the laps ~~of~~ <sup>ab</sup> one hour and a half after every thing was secure, now dis track ship and see if we can save the man. But the capt well knew that no mortal man could live in such a sea as was then running and the poor man was seen ~~no~~ <sup>more</sup>

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After this we raised the whale (I give it in his own words) the third mate in whose boat I went as bowman, as my own boat was stove (it was his, the third mates bowman that was lost) went on to the whale and struck him he instantly turned at stove the boat with his jaw but we got out of the way. The mate now came on with his boat and struck him, he then threw a lance into him which made him spout thick blood and he stove him and upset the boat the whale now turned and brought the mate in front of his mouth there was now no escape for him but by diving under the whale which he did and came up opposite the whales eye, the whale saw him and made two bites at him and the second time he seized him and bit him in two and then gave him a thrust under water and that was all that was ever seen. When the whale again threw his jaw out there was a piece of the mates shirt and some blood in his mouth and that was all the 2<sup>d</sup> mate who had fastened in the mean time now hung on to him but did not like to go near him as it was now night and the whale was fighting bad, at last his brow drew, and he was the first one that came along side with the news of the mates death he told the capt but he took no notice and all he said was wheres the whale? he told him he was lost. Damn the luck, said he. There is a specimen of Whaling Bros for you: a hoary headed old villain with one foot in the grave sacrificing a mans life for a boat and damning the luck because a whale was lost and caring nothing for the loss of his mate? The crew said the mate was a fine man and used the crew like men. This made the capt hate him and he was glad to get rid of him

# Journal of a Whaleman

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After this, for some real or supposed offence he put a man in irons with a fluke chain on him this is a chain larger than the largest or chain & some time after this they raised whales and then took him out and made him go in the boat? he then let him knock round decks 7 or 8 days till they went in to Talcahuano and then loaded him with irons again! This man said the more oil he got the worse he acted and he thought the capt done it on purpose to make his men run away: he bought his outfit in Nantucket and paid the cash for it so as to have his voyage all clear when he came home, and that he was determined to stay by the ship but he could not for the wage he received and when he left her he lost all his outfit and had 300 dollars due him!

Aug 28<sup>th</sup> Lat-12 miles South Long 120 deg West Sunday  
Today we were calculating to have a fine time. We had all got our slates and I was seated among them under the weather rail, by turns the master and the scholar for I am learning several of my shipmates in figures and learning navigation myself when the cry of there she blows started every man to his feet. There the blows, coming from masthead 3 times in succession when the old man sprang into the main rigging singing out what does it look like? Sperm Whale, Sir, off the weather beam. Away went slates and books as though the d-l had kicked them and we tacked ship after him, then followed a long spell of manœuvring which if written would not be understood, in order to make the other ship which was standing directly for the whale though he was so far off they could not see him, go off in some other direction which was successful for the hauled her wind. We were now near enough to one another

# Journal of a whaler

To see the boats on either ship if they were lowered, from  
mastheads, and we were near enough to the whale to  
lower, but we could not haul our main-yard aback  
to stop the ship's headway because the other ship would  
see us and spoil our sport, so the old man hauled  
his wind so as to bring his 3 boats on the opposite side  
to them and lowered with the ship under full head-  
way! there was now a spell of painful anxiety for  
fear the other ship would see our boats which they  
would have done if they had been keeping a good  
lookout - We lowered our first boats at 9 am and  
at  $\frac{1}{2}$  after 11 they were up with the whale who had gone  
down, at  $\frac{1}{2}$  past 11 we lowered our other boats for him the  
whale would come up and blow and before we could  
get up to him he would go down he would  
go under water about 2 miles and then come up and  
blow as before never exceeding 8 times. we chased him  
till 4 o'clock when we came on board so tired we could  
hardly mount the sides of the ship. Here we had pulled  
7 hours under a burning sun within 12 miles of the  
equator and all for nothing. When I went down into  
the fore-castle I trembled so I could hardly step without  
falling. We hoisted up the boats and squared the yards  
running in the ~~direction~~ we saw the fellow last  
It was my masthead and after I had got my dinner I went  
aloft and the capt came up with 8 more men in hope  
we should see him again. At  $\frac{1}{2}$  past 5 I raised the whale  
ahead of the ship 4 miles off, and he spouted nearly  
one hundred times before he went down!! Was not this  
aggravating! When we were after him he would not stop  
up over 5 minutes and now he stopped 40 minutes!! after  
this he went down and did not come up till after dark

# Journal of a Whaler

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Aug 29<sup>th</sup> Spoke ship Ocean of Nantucket 22 mos. or  
100 barrels. They were trying out a 25-barrel cow whale  
which they took yesterday

## Terrible Engagement.

It is with feelings of the most painful nature that I take  
my pen in hand at this time to record one of the  
most horrible transactions that ~~has ever occurred~~  
~~acted~~ on board this ship.

At ten o'clock last night we were awakened by a  
most terrific engagement between a white man  
and a darkie the darkie was a strong man - at  
any rate he smelt strong and the white man  
could not master him, they fought some 2 minutes  
and when they quit their bodies were a perfect gore of  
sweat and I saw the doctor up with a candle hunting  
after something that he swore one of them dropped in  
the scuffle, with a rag to his nose

Sept 3<sup>rd</sup> Spoke the Barque Draco of Fairhaven heard from her that  
the ship Roscoe got a whale the same day we saw our whale  
All hands busy exphoring & learning Navigation!!

Sept 4<sup>th</sup> As we came down from masthead this morn-  
ing the Capt spoke to one of my watchmates by the name  
of Shields and told him after he got his breakfast  
to come aft with me and learn to take the sun  
accordingly we went and the capt called for his  
quadrant and gave it to us and told us to  
get into the waist boat and learn how to take  
the sun after we had worked a while he came and  
gave us an insight into it. He has been talking for some  
time of learning some of us navigation and I hope he  
will go through with it

# Journal of a Whalemans

Sept 13<sup>th</sup> Spoke the Ship Mercury of N.B. 14 months out  
800 & Susan of Nantucket 9 mos out - 140 barrels the M.  
was just out from the Marquesas Islands. They give  
a terrible account of the vice and immorality of  
these Islands. When they were in there there was  
a French Brigate there who had lost out of her  
crew of 700 men all but 70 by disorders brought  
upon them by their familiarity with the women  
of these islands. There was no cure for it and the  
M. had 7 men out of her crew down with it  
one of them lying at the point of death already  
they will all die of this loathsome disease and they  
know it. are they not to be pitied?

15<sup>th</sup> Spoke Ship Erie of Fairhaven 21 mos out - 800  
barrels going into the Marquesas Islands where we  
are also bound. Nothing to do this afternoon, the  
Capt of the E is on board our ship and our 1<sup>st</sup> and  
3<sup>d</sup> mates gone on board of them, both ships running  
west before the wind the E is of the same size with  
this vessel and two of the handsomest and largest  
ships this side of the land are now side by side.

16<sup>th</sup> This morning after we had scrubbed off decks both ships  
made sail the Erie being about 1 mile to leeward. About  
12 o'clock saw a ship to windward showed her signals  
and proved to be the Charles Carroll of Nantucket  
soon after she tacked ship and showed her signals again  
running the same way with us. She again showed  
her signals and the old man concluded that she  
wanted to speak us and hauled up our mainsail  
she spoke us and then both ships run down to the  
E where our capt & the capt of the C. C. went on board  
the E and the mates came on board our vessel  
our 2<sup>d</sup> mate & the 2<sup>d</sup> mate of the E went on board of the  
C. C.

# Journal of a Whaler

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16<sup>th</sup> We ~~spoke~~ exchanged boat crews with the E and the E exchanged boat crews with the C.C. All three ships took in top Gallant sails and standing along under easy sail we gam'd till 10 o'clock. the E when she was last in port got 8 or 9 thousand Cocoa nuts of which we made out to get a few

17 All three ships in sight about  $2\frac{1}{2}$  miles apart standing along on the same tack and we shall have another gam again to-night I expect Lat 10 miles South Long  $124^{\circ}$  West -

18 Running along the same way we were yesterday - at 12 o'clock we squared away in company with the E and ran down to leeward of the other ship. She kept to her course and was soon out of sight after 4 o'clock we ran down to the E who had luffd on the wind for us furled the Fly jib & main top Gallant sail ran under the E's lee & hauled the main yard aback their Capt came on board here and our mate and a boat crew of our men went on board the E hoisted the boat and now for a gam. The time is generally spent by the Capt's in spinning the greatest lies about their personal engagements with whales how far they can throw a lance and kill a whale. In the forecastle in singing songs none of the most moral and speaking about these of their acquaintances who had been killed or maimed by whales of whales fighting - descriptions of the different Islands and ports they had visited &c. of women & wine whores & hard drinking &c.

19<sup>th</sup> The ships in the same position as yesterday after 4 o'clock ran down to her and our capt went on board there

20 This morning saw the E astern about 3 miles we tried to get out of our her way but it was no use every way we went she followed us after a while she hauled her wind and we went 2 points free. At 4 o'clock she ran down to us and hailed us as she crossed our stern as follows

# Journal of a Whaler

How do you do to day Capt-Warner? Who's there, pray? —  
Ship Mercury. Ah! how do you do? I thought you was the  
Ship Erie: No. What ship was that I saw astern this morning  
That must have been the Erie I have been in company with  
her lately. Come on board. They ran down under our  
lee and backed their main yard and their Capt came  
on board. It seems that in the night we ran the Ee  
out of sight and this ship came running down before  
the wind and in the morning she was in the place where  
we last saw the E. She saw us and tried to speak us.  
But as we thought it was the E we kept out of her way  
Lat- 1 deg 30 m north & Long 122 deg 23 mily west —  
Sept 26<sup>th</sup> Two months and twentyone days since we got a  
whale and the men getting careless & quarrelsome. It is high time  
to get some fresh provision and have a run on shore when  
men have n been out of port five or six months they get careless  
and if they do not get much oil they begin to fear to engage  
another whale. They will think more and more of the danger  
the longer they go without seeing them. It is something not  
very agreeable to think off — no man will go backwards and  
prick the hind legs of an ugly horse but a whaler has to  
go onto a monster with the activity of a squirrel and the  
strength of ten thousand horses; and here I will give a short  
description of a Whale scene. When a whale is raised the first  
question is, where away? if on the lee bow and some distance off  
the ship is kept in such a course as to come to windward of  
him and within a mile and a half. In the mean time  
the crew are getting the lines in the boat and swinging  
the boats clear of the cranes on which they rest when not  
in use. The boatsteers clear their craft and bend on  
their lines and then each boat-crew stand by their  
respective boats ready for the word to lower

# Journal of a Whaler

When the Capt who is generally in the top mast cross  
trees on the watch for him thinks it time to lower he  
gives the word and away go the boats hand over fist the  
first down the best fellow and then for the struggle.  
If two boats get near the whale at the same time one  
of them heave up, while the other goes on. The whales are  
generally going about 3 miles an hour and consequent<sup>ly</sup>  
the boat crew are some time within hearing of the  
unconscious creatures powerful breathing. By and bye  
the mate sings out to the boatswain to stand up! and  
then the crew know that the moment is soon to come  
when their fate will be decided. Whether they are to be killed  
or maimed, to have their boat stove or not when they are in  
a proper position the mate sings out give it to him strong  
and then the almost fearful cry of stern all! stern for  
your life every man while the boat is dancing like a bubble  
in the froth and foam. In an instant, and almost before  
a man can grasp his oar you see his broad and quivering  
flukes or tail rising high in the air and ev<sup>er</sup> to the boats  
crew whose boatswain is not gifted with presence of mind  
enough to throw the stern of his boat out of the way  
for with such swiftness that you cannot trace down  
it comes with a crash that can be heard for miles around.  
Now a long breath is drawn and the line which has been  
suffered to run out is now checked and a turn taken  
round the loggerhead, and away goes boat and whale dead to  
windward, and if it is any ways rough the way the  
waters fly over her is a sin! Grim boat says the  
mate and trim boat say the men and all they  
have to do is to hold on and go it. By and by the  
mat whale begins to slack his pace so as to admit  
of hauling the boat up to him; then the more

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Serious part of the business commences slowly, for it is hard work the boat comes up to him and the mate throws his lance into him, hold on to him says the mate to his Bowman who has hold of the line and the mate keeps churning the lance into him. There he lies, apparently he is dying and there is nothing to the eye of the inexperienced more to be feared but suddenly a strong trembling of his hump and quivering of his fins and flukes warns the mate of what is to come. Stern all! Stern every man and in an instant the mighty creature a moment before so quiet is now in his flurry. With a giant power he throws himself almost clear of the ocean, swinging and snapping his tremendous jaw with inconceivable rapidity. Now he rushes towards the boat and it seems as though nothing could save her from ruin, when in a moment he turns and the danger is past and he is far out, or dead. Each boat is provided with a water keg holding 3 gallons, a Lantern keg in which is a glass lantern some bread, and tobacco & pipes, so that if the whale should run them out of sight of the ship they should have enough to live on for 4 or 5 days. Each boat is provided with a horn to use in case of a fog or night coming on. They have also small flags to stick in the whale so that he can be seen from the ship if they should leave him to chase others, and a small compass if they should lose the ship and have no steer for the land. When the whale is dead they cut a hole in his flukes and make a rope fast to them. when all is ready they raise the signal and the ship runs down and haul the main yard aback the tow rope is passed on board and the whale is hauled along side to the tune of "Cheerly men" by the united efforts of 30 men.

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The Fluke Chain is then passed over the side and made fast round his flukes by means of a ~~l~~ <sup>l</sup> ~~g~~ <sup>g</sup> which is sunk on one side and comes up on the other the other end of the chain is taken into the hawse hole povered and made fast to the Bowsprit Bitts.

After supper the first watch on deck send up the cutting falls and get up the "Try gear", break out and fill both casks or Buts with water. The next watch clean out the try pots, lash the oil casks and get every thing in order, the morning watch clear up the decks

At 5 o'clock all hands are called; the Capt, 1<sup>st</sup> 2<sup>d</sup> & 3<sup>d</sup> mates get over the side on stages lashed on purpose and the crew station themselves at the Windlas ready to heave away upon the blubber as fast as it is hove in it is sent down into the blubber room, and then the head which is disengaged from the body is hove up and a hole cut into it and the spermacity is baled out by means of a bucket made fast to a long pole. The Try works are now set to work and two men sent into the blubber room to cut up the blanket pieces (as the strips are called) which are taken from the body into horse pieces, these are then taken to the tender and hauled along to the mincing hore where they are cut up into slices about 1/2 inch thick and are then consigned to the try pots. It would be a curious sight to a stranger to come on board of a ship trying out in the night. The fire from the try work shooting up half as high as the main top illuminating the large sails and making the whole ship look as though she was on fire, while the men could be seen flitting about just as greasy all over as though they had been dipped in oil and their faces looking as shining as so many looking glasses. The oil is then put in casks and rolled aft till it gets perfectly cool and is then stowed down into the hold. All hands now turn to and give the ship a thorough scrubbing and then we are all right for another 8 so we go

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Oct 5<sup>th</sup> Made the Island of Ochooga or Thoods Island one of the Marquesas. We had been on the lookout for land two or three days as the Capt's chronometer was out of the way and he did not know exactly where he was accordingly we kept one man on each bow in our night watch for 3 nights on the 3<sup>d</sup> day in our watch aloft I raised the land and showed it to the rest of the watch they all it was a cloud and some of them laughed at me and told me it was Cape fly away. The mate took the Spy Glass and after looking at it a minute he sang out Land ho. Where away says the 1<sup>st</sup> mate  $\frac{1}{2}$  point on the weather bow, sir. The mate told the Capt and he said it was no such thing! But it would be land anyhow and after running all that day at the rate of 6 knots an hour at  $\frac{1}{2}$  past 12 we hauled our main yard aback off the Island at the distance of 6 miles from it.

This is a savage Island and no man dares land on it the inhabitants men and women swim off to the ship with bunches of yams, coconuts and bananas which they will exchange for cloth tobacco or the scraps which are left of the whale blubber after the oil is tried out and which they eat with great avidity they are all naked except a small bunch of grass or piece of cloth 4 or 5 inches square which they tie round their loins by means of a string. The next morning we ran in a little farther, but as it was so early we went away before they were up. We ran down to the island of Ochoearhoa or as it is pronounced in english Newheaver. There are two harbours to this island, but one of them Typee Bay is owned by such savages as those at Thoods Isl, the other one is owned by those who are friendly to the whites. Whale ships go in here to recruit and the French are building a fort on it there is a french frigate there now, and two American whalers, the

Journal of a Whaler  
Atlantic and Splendid of Nantucket and Oletown on  
Martha Vineyard. We ran into the bay and backed our  
main yard and the capt went on board of the Splendid  
The King and Queen of the Island were on board of her.  
The Queen was a good looking young woman with a short  
pock for a dress reaching nearly to her knees and the  
rest of her was naked. She was tattooed a little on the  
face and all of her feet one half way up to her knees was  
tattooed very handsomely and looked at a little distance  
off like a pair of stockings.

There are thousands of Cocoa nut trees on this island, and  
for a head of tobacco we could get a dozen. It was the same  
way with yams plantain and bananas. There were a few  
pine apples on this island but they were not very plenty.  
The French soldiers offered a dollar a pound for our tobacco  
but we had none to spare. There was a Nantucket  
Whaler a short time ago went into Gysee Bay by mistake  
and sent her boat in to trade the boat's crew were all  
well armed and went in within a quarter of a mile of  
the shore and stopped the cannackers came swimming of  
to them bringing the fruits of the island and every thing  
went on well. the sea was black with the islanders  
and all appeared to be quite friendly. The capt happening  
to look toward the shore saw with all arm that she  
was drifting apparently in to the shore and was then  
within a short distance! he ordered his crew to stern  
all and soon regained their former distance he went  
to trading again but kept a sharp look out. pretty soon  
the boat began to run in again and no power seemed to  
be employed. one of the men happening to look down  
in the water by the side of the boat saw five or six  
cannackers hold of the keel and swimming in shore with  
her. The fellows saw they were discovered and immediately

put out for the shore. The capt immediately went on board of his ship and left the bay. he went up to the other bay and found he had made a mistake which came very near costing him his life for if they had once got him to the shore they would have had their heads off before they could wink and they would have made a fine meal for the savage rascals.

We left the island that night and are now steering for Otakeite 9<sup>th</sup> Saw the Chain Islands; these are low sandy islands surrounded by coral reefs; they are all covered with Cocoa nut trees. Here they are bearing fruit year after year enough to supply a nation and no one gets them.

10 Saw Sperm Whales and lowered but did not get any

11 Saw whales lowered and struck a very small calf but the Iron broke and we lost him.

Oct 14<sup>th</sup> Steering S.E.W. with a fresh breeze and very thick weather. at 11 o'clock it cleared up and we saw the island of Miatea close on board of us on our weather beam. Hauled our wind and stood for it till we were within 2 miles of it and then squared away for Otakeite

15<sup>th</sup> Raised the Island of Otakeite saw Blackfish

17 Becalmed till this time off the Island. at 1/2 past 5 light breeze sprang up, took a pilot on on board and stood in for the harbour. This island is surrounded by a coral reef through which there are but two passages in which ships can go. When we were near enough to the reef the eddies were half masted and immediately every ship in the harbor sent boats to tow us in for the passage is only about as wide as the ship is long and they have to employ boats to keep the ship in the right track. Came to anchor in 25 fathoms water within 1/2 mile of the shore. The sails were now lowered onto the caps and clewed up the jibs hauled down and the fore and main sail hauled

# Journal of a Whaleman

up. The Starboard watch was called aft to furl the main and Mizzen sails, and the larboard watch furled the fore and head sails. This was done in a few minutes and all hands on deck ~~for~~ hauling down the slack of the sheets and coiling up the rigging. In a few minutes the decks were clear and we had time to look around us. What a curious sight was it for an American! The ship surrounded by canoes filled with half naked Indians and the decks so crowded with them that it was difficult moving around. all of them had some kind of fruit or other such as green and ripe Cocoa nut oranges bannanas pine apples guaras lime vices bread fruit and all others peculiar to a warm climate. No women were allowed to come on board ship as they were tattooed and to transgress would be death. The place where we lay was as calm and smooth as the surface of any pond and on 2 sides of us were the tall Cocoa nut trees with their abundant fruit. Beneath their shade were scattered about the huts of the natives. Farther down and about the centre of the beach were houses of the French, English & American consuls, with their respective flags flying in the wind. In the morning we got out our water casks and towed them to the watering place but owing to some misunderstanding <sup>standing</sup> we did not fill any that day the next day we filled the casks and then we had a regular job of it. We had to roll all our water amounting to 250 barrels about 100 yards to the waters edge and then roll them out another 100 yards till we were up to our necks in the water. This was no light job as some of our casks held 9 barrels of water. After we had got them rafted the 3 boats hooked on in a line and towed with a song to the ship and as we rounded the stern every man gave 3 cheers. We then went on board maned the decks and in 2 hours it was all safe on board.

# Journal of a Whaleman

21 As we had got all our water stowed down the Starboard watch had liberty to go on shore As I do not belong to that watch I dont know much about their proceedings but some of them came off slightly intoxicated, though I am happy to say that none of our temperance men failed. Before they went on shore however the capt called us all aft and preached to us after the following manner. Now we have got the heaviest of our work done I am going to give you a run on shore - if any of you run away I shall catch you if I have to paion my main mast. I will pay you 300 dollars apiece for you & cruise around here 3 months but what I will have you. I dont know as any of you want to run away but if you do and I catch you I will take away every thing you have got except one shirt and pair of trousers - you shall not have anything you have earned. I will flog you worse than ever you heard of and every port I go in to I will keep you in irons in the run night and make you work day times and you shall not set foot on shore again this voyage. He then gave them 75 cents apiece and away they went. The next day our watch went on shore with the same money which passes for a dollar here and for which he charges us a dollar. We had pretty good times going round and looking at the productions of the island talking with the women and so on. When we first went on shore we went to an eating house kept by an american darkey and spoke for our dinners. Some went off to drink and roll nine pins and the rest to see the place I wandered around till I was tired among the huts of the Kannahas or indians till I was heartily tired and then went in to one and got the girls to sing. I never heard such beautiful singers, their voices are finer than ever I heard

Journal of a ~~Whaler~~ Whaler by Wm. A. Allen Westport  
in any other place and though I could not understand one  
word of their language yet I could not hear them enough  
I would go in to one of their huts and talk with them a little  
(many of them understand english tolerably well) and then  
get them to sing. I went into a hut about 4 miles from  
the town where there was 3 girls and as I was pretty tired  
I lay down on a mat and got them to sing till they sung  
me to sleep, and did not wake up till nearly sunset, when  
I was obliged to steer my course for the boat. The women  
are very good natured and do their best to entertain  
strangers. When I got down to the boat our 3<sup>d</sup> mate and one  
of the men by the name of Teachout was missing & now  
came the beginning of trouble. The rest of us went on board  
and our liberty was stoped till he got his man. The next  
day we went to work breaking out and coopersing our  
Beef and Pork and no indians were allowed to come  
along side to sell us anything, though we did not  
care much for that as the forecabin was full of fruit  
that we got the day before

26 The capt came on board to day with Teachout and  
immediately seized him up in the main rigging and  
gave him 40 lashes on the bare back. He then had him  
put in irons and stowed down in the run till we  
left port. After we had got our beef & pork coopersed we were  
allowed to go again on shore. This time our 3<sup>rd</sup> mate  
and the cabin boy left. our liberty was again stoped  
but Mr A finding he could not get away gave himself  
up and came on board. The old man raved and swore  
he would put him in irons, but he could get none  
of his officers to back him and he had to give it up  
Employed in working and getting cocoa nuts Oranges  
Bananas pine apples on board the ship and getting  
ready for sea.

As our men were all on board but Raymond the Cabin boy we had liberty on shore again. About 12 o'clock as Mr. Ayr and myself were to work up in the fore top there came up a squall and as the ship swung round I saw that the ship dragged her anchor. I said nothing for I did not know certain, but Mr. W. saw it and sung out to let go the Larboard anchor though there was not a man on deck.

He ran forward and cut the ring stopper and away went the anchor. It brought us up just clear of the reef or there would have been an end of the F. R. At night we went to work and got up our Star board anchor which was foul and as the wind was fair we loosed the main topsail and jib, got up the Larboard anchor and ran farther down the harbour and came to anchor again. got everything on board but Raymond could not be found. To day we loosed our sails and weighed anchor again to try our luck on the ocean. We ran out of the passage with a fair win and had just got clear of it when the breeze which was blowing fresh outside struck us and made the old ship creak to her bearings we took in top gallant sails and flying jib and the capt went again on shore with the pilot. The wind increased and we were soon under reefed topsails. beating to windward to clear the island of Emoo we were employed thus for 3 days tacking ship every 2 hours till we were pretty well tired and his Lordship got ready to come on board. he came out in the mile of N. B. 16 mos out 1000 barrels. We ran down to her and our captain came on board. We now squared our yards in company with the mile, the men were sent to mastheads and one of the Hannacks was telling me about his getting whales here last cruise as the men at mastheads sung out: "There she blows"

# Journal of a Whaleman

55

We set signals for the N. who did not see them, backed the main yard and lowered. Got fast to a 20 barrel whale and the old man lowered with this ship heaving and got fast to a hundred barrel whale. We turned up the 20 barrel whale but the old man had no such luck owing to the fear and inexperience of his boat's crew who seldom lower their oars got cramped and the boat upset. 2 boats from the N. came along and the Capt told them if they would kill the whale and save his boat they should have half of the whale. Accordingly one of the boats took the Capt and crew and carried them on board the N. and the mate struck the whale, he set him spouting thin blood and lost him. As our boat was going on board unsuccessful we espied a whale going slowly to leeward spouting blood, we pulled up and fastened and he soon died. The N. ran down to us and we hove up the whale and returned on board. We hove in our whale and the next day spoke the N. They had done nothing to the whale as their capt said their main mast was not strong enough to hoist in his blubber! Here was fresh work for us, they dropped the whale and we took him alongside, hove him in and tryed him out they made 115 barrels and we gave them 40 which they had not ought to have had as they did not save our boat which made the old man mad enough. We are now running in company with the N. for Plover Island to get recruits for the ship. Saw two pretty islands of which I have forgotten the names while we were trying out.

54 Journal of a Whalerman Pt. II. Ch. A. Allen

Lo, as the sun from his Ocean bed springing,  
Broad o'er the waters his gleaming light throws,  
Hark! from the masthead, the cheerful cry rings again,  
Hard on our lee beam a whale "there she blows."

Call up the sleepers there, Larboard, and Starboard men,  
Main yard aback men, the boats clear away,  
Hard on our lee beam, see the red waters gleam,  
Writhing, and foaming, a gallant dismay.

Low as Leviathan in glory she's lying,  
Making the sea her voluptuous bed,  
O'er her the sea birds are wearily flying,  
Foaming, the billows break o'er her head.

High wide and sinewy, there goes her dark flukes  
Slowly, and stately, they sink in the main,  
Peak all your oars awhile, rest from your weary toil,  
Waiting and watching her rising again.

Row, hearties row, the pride of your nation,  
Stretch to your oars, till your aching sides bow,  
Now of your blood, let us have demonstration,  
Bend to your thwart, give away all you know!

See how the boats advance gaily as to a dance  
Fleeting like shadows across the Blue Sea  
Up now and give her some - send all your <sup>home</sup> iron  
Cheerly stem all trim the boat - see all clear

Gallied and sore flukes & fins in commotion  
Blackskin and oars all contend in the spray  
While loud shrill and clear rings <sup>of the ocean</sup> our horn,  
Gallied and lost she brings too in dismay

Journal of a Whaleman by E. Allen  
 Haul line every man gather in all you can  
 Lances and spades from the thwarts clear away  
 Up now haul on again fasten each boat a main  
 Safely and surely while she holds us in play

Surrounded by foes yet with strength undiminished  
 So wildly she thrusts the sea in her rear  
 A lance in her life and the contest is finished  
 Shrinking she sinks with her chimney on fire

Loud rings the cheerful shout clear from each seaman <sup>out</sup>  
 Mocking the sea in its terrible roar  
 Only look at her die see the red signal fly  
 There she rolls fin out and the conflict is over

## Journal of a Whaleman

November. 25.<sup>th</sup> This day we have had a ~~po~~ whole sail breeze and a smooth sea. This afternoon, we, the Bow boat crew had a watch below and at 4 o'clock we turned out and went to masthead as usual. The Fore top gallant cross trees were occupied by Mr. Shields a native of New York and George Stevens a native of Pennsylvania of Dutch descent. Mr. Sezers and myself were on the bunt of the Fore top gallant sail. We had been aloft about half an hour when I was startled by a short exclamation of distress above me. as I turned my eyes up I was startled to see a body falling past me with inconceivable velocity, and instantly the thrilling cry of "man overboard" was raised. I watched the man as he fell; when he passed me he was going feet downwards in a slanting direction when he got down as far as the topsail yard he was lying perfectly flat parallel with the water and both arms stretched over his head as if trying to grasp something. In this position he struck the water face downwards with a terrible crash; the water flew as high as the foot of the foresail! In a few seconds he came up to the surface and then both arms were partly stretched out in front of him, and he never moved more his cap was off and came up by the side of him and his hair lay floating on the water in a moment a sea came and swept his coat over his head. It was George Stevens. Poor George!! When he struck it must have killed him instantly!! In the meantime the ship was luff'd into the wind and a boat lowered and pulled to the place where he was last seen, but when they got there he was 12 feet under water, another boat was lowered but after pulling around a short time it returned on board, the Fore top gallant sail set and we braced forward and kept on our way leaving poor George to his fate.

Journal of a Whalerman by Wm. Allen 57

Shields, says he was trying to buckle his belt around him he had tried 3 times to do it but could not make out and the next time he was thrown out of the cross trees he had been more than usually downhearted to day and had been talking of home, of his mother and sister poor fellow! he has been in a perfect hell on board of this ship, and all he thought or dreamed of was home. For man he sleeps in a lonely grave in a place where few ships ever go, in a stormy latitude where nothing but the Gony and a few other birds are ever seen, ten thousand miles from his native home. Latitude South 32 degrees Longitude west 137 deg. 42 miles. Before the poor man was hardly cold the old man came down into the fore-castle and began to lug away his clothes &c and grumbling because he could not find more!. Why did not the old man stop there all night making short tacks and keeping men on the lookout to see if he could hear anything of him and set lights? The man might have only been stunned and after a time come to himself. At any rate it would have looked better in him. The next day we went aft and requested him in a proper manner to send up his royal yards as all sperm whalers do for the men in the cross trees to lean on and hold on to instead of swinging about by the ships pitching and nothing to hold onto but 2 small ropes and which in rough weather a man is obliged to hold on so hard that in an hour his hands will be as bloody and cold as a dead persons! but no! he growled out he was not going to have his mast lumbered up, there was no occasion for a man to tumble out of the cross trees!! & that was all the consolation we got however he made out to send up a piece of rope to seize on the front part of the shrouds, to catch a man

# Rems of Sea Life. by W. A. Allen

Dec 2<sup>d</sup> Raised Matcaims Island & stood for it with a fresh breeze right after us, about half an hour afterward we raised a sail also standing for the island. We calculated to go on shore to see if we can get recruits for the ship as the place where we land is on the lee side of the island we ran round it and as we luff'd too we clewed down and reefed the topsails. We ran down to within about 3 miles of the landing place when a canoe came off to us in a sea no living american could have lived in a canoe that we took right on board and which one man could carry round the decks at his pleasure. He accosted the capt. politely in english which he speaks as his native tongue. Need I say he was one of the descendants of the mutineers of the English ship Bounty. Perhaps you may not <sup>know</sup> their history so I will give you the outlines of it. After they had ran their ship on shore on the Island they lived quietly for a short time when they concluded to take their ship and go to Otaheite and get some women for wives and come back and settle the island. They accordingly embarked and came to anchor in the harbour of O. After they had got women enough they suddenly weighed anchor and left the island. They ran back and after having landed their women they destroyed the ship. The ringleaders of the mutiny John Adams was chosen governor and they lived a number of years unknown till an english ship discovered the island, the english sent a schoolmaster on the island to instruct them. When I was there, there was only one of the first settlers there and old woman whose head was whitened with the suns of an hundred years but yet she could take a load and travel off with it where not one of our ships company could go

# Whale Fishing in the South Pacific

If any people live happy they do. they compose one large family with the schoolmaster for their head. What one has belongs to all and what one knows they all know. The women do about all the work if there is any such thing as work there. When the capt went on shore he carried a sample of his goods & the schoolmaster called them all together and what each one wanted was put down. We bought 120 bushels of sweet potatoes, some yams &c. & then they had a general distribution of the payment. From the place where they live to the harbour is down a hill almost as steep as the roof of a house. They carry their vegetables to the harbor on their backs and in wheelbarrows without legs so that they can sit on them and guide them where it is too steep to walk. They are nearly as dark as the Kanna<sup>chers</sup> which is caused by the sun. They talk the same as we do and know no other tongue though it was noticed by several of our men that when they talked together we could not understand them. They are very curious to know about America and are very anxious for books and whatever is given them they are not satisfied till you write your name and native place on it. There is not one on the Island large enough to talk that cannot read and write. They are all religious or as the Kanna<sup>chers</sup> term them, missionaries. Five or six years ago they all took a notion to go to Olakeite the capt of a ship gave them a passage. They staid there a short time and some of them died and every thing was so different from their home and so much wickedness was carried on that they could not stand it and they gave every thing they had with them to a capt of a ship to carry them back cost 700

# Journal of a Whaler

We got permission to go up to the town and we looked round and had a gam with the people. They gave us some fruit and we had quite a good time there they do not allow any strangers to settle on the island. If any man is left there on account of <sup>sick</sup> he has got to come under an engagement to leave as soon as he is able. We got our recruits on board and left the island with regret for it seemed as though we were at home with people that could talk white

Dec 15<sup>th</sup> Calm today, raised whales 8 miles to windward of the ship at 8 in the morning lowered and after a steady strong pull of 6 hours during which time we stoped only long enough to get a drink of water we got up with them. As our boat, (the bow boat) was the fastest we went on first and struck a 30 barrel whale, the way he kicked was glorious as it was calm and the whales were still we went on him with paddles and when he kicked he knocked the water into the boat with such force that it sent all the men sprawling over to the other side of the boat. We slacked line till he got a little out of our whale and then held on till Mr Stewart got fast to one of the other whales that were crowded around ours as if in sympathy of his sufferings. Mr Stewart and Mr Worth got fast and then we went at ours we had some difficulty in getting up to our whale on account of the loops ones round him who kept kicking away most gloriously. We made out to get the 2<sup>d</sup> iron in him and then he took a notion to try us on a dead run, and away we went in high stile with 6 whales at the head of the boat

## Adventures in the Pacific

all in a row going it like all nature possessed of the  
boy said. After about half an hour he concluded to  
hold on a bit and spit on his hands (and we thought  
it was high time for we could just see the ships tops  
(gallant-sails) and we then went alongside of him  
and let a little of the pure air of heaven into  
his vitals which soon eased him of the cares and  
troubles of this world. amen.

As soon as we got our whale used up we looked for  
the other boats but nothing could be seen of them  
At last we caught sight of a small speck in the  
horizon which as it neared us proved to be Mr. <sup>and</sup> Steer  
and his whales they were going at such a rate that  
the wind had taken all their hats off and I never  
saw such a sight in my life as I saw that day and  
which made me laugh till the tears rolled down  
my cheeks in the first place came about 25 whales  
all in a row makin the ocean one sheet of foam  
then came the boat in the head of which was  
Mr. I with his bald head shining in the sun as  
it glanced by like a comet. Then came his bower  
an who seemed to be calculating how long it  
would be before he would get something to eat  
then came the midship oarsman a young man  
of 25 with a pate as bald and his losses the corner  
of his mouth drawn down and his eyes closed as  
though he had forgotten every thing about this world  
and his concern. Then came the tub oarsman  
an angel of darkness commonly called darkie  
o lasses me nigger in a high state of excitement  
with nothing to be seen in his dark face but the  
white of his eyes. The After oarsman seemed to be busy  
examining the countenance of old Gourd the midship  
oarsman to see if he could perceive any signs of life

67 Whaling Scrapes in the Pacific  
and last of all the boatsteerer who was too busy notice  
ing the movements of the whales to examine the  
state of his boat crew. They were fast to him till  
dark but he would not be killed and they were  
obliged to cut

Mr W. had better success with his whale, the Boat-  
steerer killed the whale with his iron, & Mr W put  
a lance into another which set him spouting  
blood. We got them along side and all cleared up before  
dark. We hove them in and got our takles down and  
ready to go to trying out in 2 hours and 40 minutes. We  
began to mince and the old man went aloft and in  
a minute the old man sung out "there he ripple, there  
whales, get your boats ready!" Then he sung out again  
"hold on, its a dead whale." We lowered and got him and  
it proved to be the whale that Mr W. Lanced. This was  
a windfall, we up with the takles and rowed him in  
in short notice. Tried him out. all 3 made 75 barrels.  
I tore my foot with the Coopers Hammer which gave me  
a watch below for 9 days.

Jan 1<sup>st</sup> Spoke Ship Triton of N.B. 8 mos out 105 Barrells

" 7<sup>th</sup> Spoke Ship Cortes of N.B. 6 mos out 300 Barrells

Jan 1 Heard that the name of another ship that we saw  
up to windward was the Charles Frederick Received letters  
from home per Cortes

Jan 27 Spoke Bark Panther of W. Bedford & Ship Henry Clay  
Nantucket. Panther 19 mos out 400 bbls & H. C. - 37 mos  
out 2150 bbls sent a letter by her

Jan 28<sup>th</sup> 4 Ships in sight to day

Jan 30 At 1/2 past 7 A.M. we raised whales 3 miles to windward  
of the ship going quick we lowered instantly and pulled till 1/2 past  
1 came aboard and got our dinners lowered and pulled till 1/2  
past 3 and Mr Worth got fast to a 25 bbl whale. All 4 boats were

# Journal of a Whaler

pretty near together and Mr S kept off and fastened to him. Our boat and Mr Ripner's kept on for the school who were now about 3 miles off going like all possessed. We started off like the wind and pulled till we could see nothing of the fast boats, we then hove up, took a drink of water all round turned round and took a look at the whales who were about a mile nearer than they was drew a Long Breath and started again. Pulled till we could see nothing of the ships signals. Hove up took a drink of water and a fresh chaw of tobacco took another look at the whales who were now about 1 mile off going some slower than they was which gave our poor wearied frames and spiced a fresh brace. We were now about 2 miles ahead of the other boat who were now about wearied out but were still going on all they knew, we were now about out of sight of the ship. We started off again and pulled till we were within 100 yards of the whales who were now lying quite still & as it was quite smooth and we were afraid they would hear us we took on paddles and went up to one and we were but just in time for when the boatsteerer stood up to strike him he was just going down. With the speed of lightning he threw his iron and was successful down he went like a rocket and now we were afraid he would take our line. We had two turns round the loggerhead and three men holding on while it was going out so fast that there was a perfect cloud of smoke caused by the friction of the line round the loggerhead the two men were constantly pouring water into the line tub. We made signals for more line to the other boat and in the mean time we held on till the boat was down level with the water. Now was a time of deep anxiety nothing could be heard but the roar of the line as it ran.

# Odds and Ends of the Western Seas

out of the boat. anxiously we watched the approach of the other boat while we had but a few fathoms more line to spare. Hurrah! he is still! he is rising! was the cry of every man in the boat as we felt the line slack in our hand. Haul line every man says the mate and haul line cry the crew as we hauled it in hand over fist. In a few minutes he made his appearance on the water rolling and fighting in a terrific manner. It was truly frightful to think of going up to him, but there was no time to spare, we were many miles from the ship, it was near night and we had nothing in the boat to drink and but a few mouthfuls of bread no coats to stand the chill air all night and moreover if we got stove we knew after dark it would be a gone case with us as the ocean was full of those terrible fellows the sharks. Well to make a long story short we hauled up to him and gave him the 2<sup>d</sup> iron. Mr Ripner went up to him and fastened he instantly threw himself tail first out of the water and Mr R narrowly escaped being stove. He brought his flukes down with such force that the report was as loud as a 4 pounder. Both boats now hauled on to him and in a short time we killed him. We got the irons out and the line clear and all ready for a tow by sunset. We could just see the ship which did not appear to near us any. We got to towing before dark and pulled till dark we then set lights and pulled till 12 o'clock at night when we got along side. Have you got a whale? says the old man, and that was the first he knew of it. Mr W had killed his whale, got him along side and hove in his blubber, head & jaw. We got our whale fast and got our supper at  $\frac{1}{2}$  past one at night. There was a pull for you! 15 hours without including the time we were at dinner we had been upon a constant spring

# Journal of a Whaler

The time was to be divided from  $\frac{1}{2}$  past one till 5 o'clock between the 3 watches allowing not quite 2 hours to each watch for sleep after such hard work! at 5 o'clock hands were called and got our whale hove in by 10 o'clock when we got our breakfast. Cleared away cut up our blubber and got dinner at 2. 30 o'clock raised whales to windward lowered and pulled till 7 but they were going to fast got supper set try works going. At noon next day raised whales lowered and pulled till dark but got none they were going to fast.

These 3 days spoke Ship H. Clay. Barque Pantheon who got 3 small whales. Barque Mary Frazier & 3 other ships we did not speak, all chasing the same whales.

Sat Feb 5<sup>th</sup> got our whales tried out, in the casks and all ready to stow down. amount 65 barrels

The H Clay got a whale that made 50 barrels who stove 4 boats and they lost 3 men

Feb 8 spoke Ship York of Oldtown 16 mos out 550 sperm 1800 right whale Lat 17 miles south Long 123 west

Feb 10 spoke Ship <sup>Massachusetts</sup> Constitution of N. Bedford 23 mos out 1100 barrels sperm. Last Wednesday they got a 20 barrel whale who stove 2 boats but hurt no one

The sea was covered with whales as far as the eye could reach 2 boats ships in sight and both of them chasing separate schools. Another ship in sight to night as far as the eye could reach. Feb 11 spoke Ship Alexander Coffin 28 mos out 1800 sperm. 2 minbacks & 3 bluffs today

Calm today.

# Manuscript of a Whale Ship

Tuesday 14<sup>th</sup> 1843 - Morning scene

At 4 o'clock in the morning watch it being the Starboard boats crew on deck, the capt came on deck, went to the wheel, and found the helmsman asleep; he next went to the watch header, who was also stretched out on the Mizzen hatch <sup>at</sup> ~~ast~~ then went forward, and missed one of the men, he called for him, and he came up out of the fore-castle, where he had been to call the cook, and after he had called him he lay down on a chest, where he had been about 10 minutes when the capt called him. He came on deck, and the capt began to flog him with a piece of rattling stuff. Crandal took the rope from the old man, and then the capt told him to go aft, Joe told him he did not know about that, he did not care about going aft to get a flogging. Will you go aft or not? No. I am damned if I do! You wont, ha? we'll see! The capt went down below, called his mates, and came forward. When the man saw them coming, he stripped off his coat in readiness for them. The capt came first and while Joe was busy with him, the mate seized him by the hair, and threw him down: They scuffled some time and then Joe gave up. He is a large powerful man and could have handled them both easy, but he knew he would get no help from the men and the capt would not hesitate to shoot him if he could not conquer him any other way, and so he gave up. They tied his legs and hauled him aft to the mizen rigging, striped his back and seized him up and gave him 15 or 20 lashes with the cat. He then began to jaw the watch header and said he had a good mind to seize him up by the side of Joe. No soon <sup>er</sup> were the words out of the capt's mouth than the watch headers coat was off and his sleeves roll'd up, while the capt and all hands could see by his determined

Journal of a Whaleship Feb. 6<sup>th</sup> 1843 by W<sup>m</sup> Allen.  
step, swelling muscles and flashing eye that he was not  
a man to be trifled with especially when he was inno<sup>cent</sup>  
of the crime as he was. But the capt did not think it  
best to try it & Joe was cut down. All hands were called  
and as soon as we were dressed we were called aft and the  
capt explattered a while about what had been done  
and then told us to go forward & Joe to go to his duty  
again. The watch went aloft and the capt offered  
10 dollars for a large whale or 5 for a small one, the  
rest of us scrubbed off decks and every thing is the same  
as usual. At 4 o'clock <sup>P.M.</sup> one lone large whale was raised  
lowered and pulled till sunset but could not get  
him, so Mr Ayer did not get the 10 dollars nor we  
the oil. This puts me in mind of a little history of Juan  
Fernandes. It will be recollected when we were there  
that we had some men run away, one of them, the  
Blacksmith was seen in the company of this crandale  
who was then a resident on the Island having left the  
ship Junior of N B when she was there watering.  
There were also 4 other men on the island runa  
ways from other ships who were regular poor misera<sup>ble</sup>  
outcasts and as B was a quiet good kind of a man and  
would not have more to do with them than he  
could possibly help they hated him and wished to  
get rid of him. They accordingly stuffed the old man  
with the idea that B was instrumental in getting  
them to run away and volunteered to put him in  
our boat if he came down there before we left. This  
the old man agreed to and when he came down  
again they got behind him and taking him by  
surprise they threw him into the boat. Our old man  
was raving round, ordering us to knock the Bugger  
down if he made any resistance, and swearing he

Journal of a Whalerman by W<sup>m</sup> Swallen  
would cut him in inch pieces when he got on board  
the ship. Joe told him that he had nothing to do with  
getting his men to run away &c. When we got on board  
Joe was sent into the Cabin where he staid till the  
capt got the Blacks with who cleared him of every  
thing. He said he never hinted to Joe that he was  
going to run away, and that all the conversation he  
had with him was, he asked Joe what kind of place  
it was, who answered poor enough. The Capt now  
told Joe that he had done him a bad turn that he would  
now do him a good turn! That was that he would ship  
him and give him the 190<sup>th</sup> lay or he would set him  
on shore the first land we made!! A good turn sure  
enough, take a man by force from the land and then  
make it up to him by giving him a green hands  
lay!! Joe declined shipping and when we got in called  
the old man set him on shore. Soon after the Junior  
Joe's old ship came in and our capt told Capt H that  
one of his men was on shore there Capt H did not  
want him but he gave orders to have him taken  
up and put in the stocks in the Ballaboose and told  
capt W. our capt that if he wanted him he might  
take him or else he would take him on board his  
own ship and flog him!! The consequence was that  
poor J. lay in the stocks till he was almost eaten up  
by vermin and then, rather than go on board his  
own ship and endure the tender mercies of capt  
H who is a noted tyrant and made his brags that he  
could seize up a man with as much composure  
as he could sit down to his dinner and flog him  
he shipped in our ship!. We spoke a ship in the night  
when we were trying out our last whale and he spoke  
of seeing the Junior and Joe who was standing near engine

Journal of a Whalerman by W<sup>m</sup> Allen 1843  
the news he told him that that it was a constant  
scene of flogging on board of her, that the capt &  
mate who is as bad as the capt; were jenerally drunk  
that once in particular the mate got his pistols  
and was going to shoot one of the men when fortun-  
ately it went off in his hand and blowed it all to  
pieces and that he came verry near loosing his arm  
by the mortification. I have forgotten whether he  
said the mate was drunk at this time or not.  
This was told us by an Englishman belonging to  
Gidney a man who did not know that Joe was in-  
terested in the Junior at all. So much for Whalers  
Feb 19 Spoke Barque Pantheon, and Ship Walter Scott  
of Nantucket 27 mos out 900 barrels Sperm. The  
Pantheon got oil out of the same school that we  
got our last. Gam'd till 12 at night with <sup>them</sup> ~~her~~.  
21<sup>st</sup> Again spoke Ship W. G. and are in company with her  
at present. One of the Cannakers we shipped in Otake  
a verry smart man is at present in a verry critical  
position, he has been sick for some time back and  
he is now so low that we do not expect him to live  
48 hours. He is verry intelligent has been to America  
and England, and it is 20 years since he left his home  
our next port is his native place and he has been  
making great calculations on one more seeing it  
but in all human probability he will never see  
it again

Journal of a Whaler by W. T. Allen  
Feb 23<sup>d</sup> 1843

Died today at 3 o'clock P. M. George Worth a hannah we  
shipped at Otaheite so named by the 1<sup>st</sup> capt he sailed  
with and the one that I have spoken of on the other  
page. He was sewed up and brought on deck and laid  
on the main hatches. At Sunset the main yard was  
hauled aback, the gangway rail was taken out, the  
body was laid on a board, the coal U. S. flag was spread  
over it for a pall, the signal of our ship was hoisted half  
mast high and all hands gathered around with bare  
heads and sorrowful looks to pay the last rites to a depar<sup>ed</sup>  
shipmate. He was sewed up in canvass with a weight at  
his feet. He was then placed on a board one end of which  
projected overboard. The capt then addressed the crew  
in a short appropriate speech, a prayer was then  
read and with the last sentence "Trusting in  
thy mercy O God we consign one of our <sup>brothers</sup> now crea<sup>ture</sup>  
to the deep" the board was raised and the body was  
cast in the deep blue sea there to remain till the  
last trump shall summons the nations to appear  
at the judgement seat.

We lay there about half an hour then traced power  
and kept on our way Lat 1 degree south 123. 7 45 miles  
west.

Feb 26<sup>th</sup> Spoke Ship Harrison of N. B. 19 mos out 825  
bbls, 3 mos out from the Sandwich Islands, which  
is to be our next port. Saw Finbacks Blackfish  
Porpoise & Britt

27<sup>th</sup> Saw Black fish, Employed in breaking out fore peak & coop  
ering shooks

Mar 1<sup>st</sup> Finished Coopering & stowing down

Mar 2<sup>d</sup> Sent Down Main Sail and repairing it

Journal of a Whalerman by W<sup>m</sup> A Allen  
The Pirate

In Scotland of late three brothers did dwell  
Three brothers of late as they say  
And they did cast lots to see which of them  
Should go robbing all on the salt sea  
The lot fell upon Henry Martin

The youngest of the three brothers three  
Now he's gone robbing all on the salt seas  
To maintain his two brothers and he  
He had not cruised a long winters night

A long winters night cruised he  
Before he espied a lofty tall ship  
Come bearing down under his lee

Who's there who's there cries Henry Martin

Who's there coming under my lee?

I'm a rich merchant ship for fair London bound

Will you please for to let me pass by

Oh no Oh no cries young Henry Martin

Oh no that never can be

Since I have turned rover all on the salt seas

To maintain my two brothers and me

Come back your main topsail and rise your fore tack

And haul your ship under my lee

And I will take from you your rich flowing gold

And your mariners sink in the sea

I'll not back my main topsail nor rise my fore tack

Nor haul my ship under your lee

But I will fight you for my rich flowing gold

And my mariners <sup>save from</sup> ~~sink~~ in the sea

Broadside after broadside they gave to each other

For the space of two hours or three

But Henry Martin gave him his death wound

And his mariners sunk in the sea

Journal of a Whaler by Wm. A. Allen  
Caroline & her young sister Goldie

Journal of a Whalman by W<sup>m</sup> H. Allen

March 6<sup>th</sup> Light winds steering N.N.W. All hands called and one of the men by the name of McKenzie who is uncommonly hard to waken did not turn out. The mate took a piece of Towline 3 feet 9 inches long containing 45 yarns and 2 1/2 inches in circumference with which he gave him 14 blows one of which as he was stooping over the fore hatch he received in the small of the back and knocked him down between decks a distance of 7 feet he was so weak when he came on deck that he could hardly walk! So much for a mate authorized on board of the Republican Whaler Saml Robertson  
Lat 6 deg North & Long 133. 225 miles <sup>west</sup> nearly so

Mar 7<sup>th</sup> Employed in painting ship outside

Mar 8<sup>th</sup> Employed in painting ship inside - caught a porpoise

" 9<sup>th</sup> Employed in painting ship inside - Saw a sport steering West. If we do not get whales before we get in port we shall look meat enough. Running for the Sandwich Islands where we shall anchor and get recruits.

10 Split our main Top Sail, sent it down and bent another steering W.N.W. Lat 15. 44 North Long 146 3 West

11<sup>th</sup> Rigged out main topmast and top gallant standing sails and Lower topmast and top gallant ~~mast~~ standing sails forward standing whole watches steering between the North & West

12<sup>th</sup> Pleasant weather all sail out steering W.N.W.

16<sup>th</sup> Raised the islands of Owhyhee, Mowee, Tahoorowa & Ramea

17<sup>th</sup> Employed in beating up to the anchorage. Scrubbed Decks & hours to day!!

18<sup>th</sup> There she blows!! Raised a school of whales lowered and pulled all day, got fast at 3 o'clock killed him and got him alongside and cut him in that night beating up again to Mowee

19 Trying out raised a sail. Pleasant weather

Journal of a Whalerman by W<sup>m</sup> Allen  
20<sup>th</sup> Finished trying out; the whale made us 25  
barrels. He was struck first by Mr Stuart and after  
ward by us. He came very near starving us in his  
dying flurry. 21 Pleasant weather and beating up  
to Mowee 22 Pleasant and light winds, at 12 at  
night we were in a kind of bay and not wind en  
ough to fill the sails and we heard a whale blow  
ing and thrashing with his flukes, but he was  
so far off we could not see him. Probably he was  
a humpback as there are plenty of them round  
here 23 Beating to windward and got within 7 mi  
les of the harbour when there came up a gale  
of wind and brought us under a close reefed main  
top sail. Here we was used up completely. The old  
man sent all hands below as we had not had  
much sleep lately) except a boatsteerer and one  
man to look out for the land. The gale lasted 24  
hours and we drifted 40 miles to leeward. The next  
morning we made sail and stood for Mowee and  
though it was blowing almost a gale of wind  
the old man vowed he would go in; a man was  
stationed at all the hauls and sheets and were  
not suffered to leave them all that night and the  
next day. 10 o'clock in the next morning we took  
in top gallant sails, the ship almost on her  
beam ends got within 5 miles again, blowing  
fresher and fresher and fresher, double reefed  
the topsails. This was too slow work for the Cap  
jump up there and shake a reef out of them top sail  
bellowed he and in 2 minutes it was done  
and the topsails mast headed and away we  
went ploughing through it like a noble  
ship as she is. About 5 o'clock we got up to the

Journal of a Whalerman by W. A. Allen  
anchorage and after being baffled by puffs of wind from  
every which way we at last cast anchor in our des-  
tined port. The Capt went on shore and when he came  
off, he vowed he was too far from shore. The next day we  
up with the anchor and towed her in to a convenient  
distance and down mud hook again, got breakfast and  
when we came on deck found she had drifted almost  
foul of another ship, and brought up. Let her lay that  
day and the next morning (Sunday) we carried out  
a hedge and hove up our anchor and hauled her in  
again, let go, and this time she held. Went with 3  
of our boats and helped tow in the Envoy, there were  
12 boats fast to her and the way we walked her in  
was a sin. Got breakfast and then the old man told  
3 boats crews to get ready to go on shore. As he had but  
12 Dollars by him he gave us 25 cents each and sent us  
away. We went on shore and had a pretty good time. We had  
a good dinner for our 25 cents, and walked round and exam-  
ined the town. The general features of the place are pretty  
much the same as those of Otaheite with the exceptions  
that their huts are not so neat nor the people so well  
dressed. Plenty of the men wear nothing but a piece of  
rag round their middle. One man I saw with a  
handsome blue broadcloth jacket on and not an other  
rag upon him. Such laughable sights are plenty.  
Most of the natives can read and write ~~over~~ their  
own language. The missionary establishment is a  
pretty place situated upon a hill, or rather half way  
up the mountain, facing the harbour or anchorage.  
The natives keep a kind of market where they give  
ships with supplies, and take in payment Black-  
fish oil cotton cloth soap or most any thing  
we bought 55 barrels of sweet potatoes, 20 barrels of

# Journal of a Whaler

Irish potatoes and 20 barrels of game, lots of punking  
a few bannanas and 5 or 6 barrels of tarra.  
We had a very good time ashore had a good dinner  
at an eating house kept by an english-woman by  
the name of Cooper. Each watch had 4 days liberty  
and only one of our ships company got drunk  
and he was one that is always scoffing at or  
temperance folks as he calls us.

But I am sorry to say that some of our men  
have given away to the temptation and drink  
a little, but as they appear sorry and ashamed of  
themselves I am in hopes that they will yet be  
reclaimed.

Apr 6<sup>th</sup> 12 sail of ships made their appearance  
on the offing to day bound into this port. They  
are just beginning to come in now to recruit  
for japan & the north west coast of america.

## List of ships in port at present

Barque Peruvian

" Nye - 30 barrels oil 40 months out

" Pioneer - 30 — — — 5 " "

" Bagah - 750 " " " 21 " "

" Smyrna

" Franklin

Ship York 2400 wright & sperm 19 " "

" Charles Drew 800 " " 8 " "

" Envoy 1700 sperm 27 " "

" Bartholomew Gosnold 2200 sperm 35 mos out

" Erie 1050 sperm 25 mos out

" Mechanick St-Johns 300 sperm 15 mos out

" Gideon Howland 200 sperm 5 mos out

" Wm Thompson 80 sperm 5 " "

" James Munroe

" Harrison

Journal of a Whaler by W. A. Miller  
Ship Nantucket of Nantucket 750 sperm 22 mos <sup>out</sup>

" Mary —

" Golconda —

" John 750 sperm - 30 mos out

" Nile 1100 " 23 " "

" Charles Phelps 450 sperm - 7 mos out

" Junior 1000 sperm 19 mos out

" North Carolina

" Gratitude 1000 <sup>sperm</sup> 24 mos out

" Milton

" Friendship

Left Maui in company with the Wm Thompson  
and ran down to Honolulu where we hove aback  
and the Capt went ashore. Left there bound to the  
westward on Japan. Ran for an Island which  
is not correctly laid down on the charts for the  
purpose of determining its Lat. and Long. found  
the island in two days lay there about 2 hours  
and then kept on our way. This Island is nothing  
but a high rock the habitation of thousands of  
birds and seals and is a regular lonesome place  
for we are the first ship that has been in sight  
of it these 10 years the name - Gardner's Island

# Journal of a Whaler

May 28<sup>th</sup> 1843

More Good News!

The Capt missed 5 or 6 potatoes to-day out of the potatoe pen and he called the cook and who confessed he had taken them to cook for one of the officers. Finding he was not likely to get hold of him for this he was about to let him go about his business when the Mate stepped up and told him that the Cook and Steward had been fawing and using pretty hard words to one another and the old fellow tucked them up and gave them 17 or 18 lashes each and let them go.

Day before yesterday the old man and the Mate had a regular muss and the Mate vowed he would leave the ship.

Curah a row in the camp  
Rousing fun this for Sailors!!

Old Nantucket could not hold his jaw but he must up and tell the Captain, and get them a flogging when he is treated himself more like a dog than an Officer of a ship. but it is all the old fool knows, so he must be excused. A man that has been 15 years to sea and dont know enough to fetch a whale alongside of a ship cannot be expected to know much. But I do not suppose I had ought to talk so about him for he never done me any harm personally. Let it go for what it will fetch.

Wm W Allen Westbrook Maine

May 25<sup>th</sup> 1843

Journal of a Whaler by *Wm Allen*  
*Sea Life* May 21<sup>st</sup> 1843

My Dear Brother

As I feel in a kind of serious humor today and my bump of instructiveness (not destructiveness) is largely developed caused by the present calm and two or three hours of serious meditation at mast-head about my distant home and friends I thought it would be useful knowing your desires for a life on the sea to give you a day's work at sea and my day dream at the top-gallant-mast-head. To begin, I thought I was sitting at my ease on the green banks of our own sea shore in a calm sun-shiny day looking off upon the waters which rippled and glanced in the sun beams more like a creation of fancy than a reality and imagining the pleasures of a life on the ocean and - hullo! what the devils are you doing there at them mast-heads? Five-dollars for a sperm whale! Look sharp!! away Sir was the answer from each mast-head and then followed the usual silence - What a fall! Where was my dream? Broken - scattered - gone. I was again brought back to the reality of my situation! I had got my dream - I was at sea - my childhood's wishes were accomplished - and is the reality like the dream? am I happy? No! No!! No!!! But you may enquire why? am not happy because the picture of my fancy is not realized because with all the beauty of the sea there is mingled more of despotism and tyranny than any but a sailor can realize and lastly because you know you cannot help yourself.

Now then I will begin, In the morning at daylight all hands are called. The first order is Draw Water, then, Muster your

# Journal of a Whaler

Scrub Brooms after after scrubbing decks two hours Swab off and get breakfast then go on deck and work till noon if there is nothing else to do you will probably have to do your work over again but keep to work you must till dark when all hands turn too take in topgallant sails flying jib, jib foresail and mainsail then double reef the topsails and then your work is done with the exception of 4 hour watch in the night which you have got to stand anyhow The next day is the same and the next and so on

To be sure there are plenty of ships which do not believe in such doings and treat their men with some kind respect and not like dogs but you cannot tell what kind of a man you are going with and therefore I say to you my brother Stay at Home & Mind your Business

Yours &c Wm. H. H. H.

Mar 29<sup>th</sup> Blowing verry fresh. Saw a large sperm whale going to North & West - the first we have seen since we left port

Journal of a Whaleman by W<sup>m</sup> Allen  
' Sea Song

A bold brave crew, and an ocean blue,  
And a ship that loves the blast;  
With a good wind pipping merrily  
In the tall and gallant mast:

Ha! ha! my boys,  
These are the joys  
Of the noble and the brave  
Who love a life  
In the tempest-strife  
And a home on the mountain wave

When the driving rain of the hurricane  
Puts the light of the lighthouse out;  
And the growling thunder sounds its gong,  
On the whirlwinds' battle rout,  
Ha! ha! do you think  
That the valiant shrink?  
No, no!—we are bold and brave  
And we love to fight,  
In the wild midnight  
With the storm on the mountain-wave!

Journal of a Whaler

June 2<sup>d</sup> Saw Blackfish to-day & lowered this is the first time we have lowered for almost three months so we pulled merrily away with nothing in our insides since yesterday noon but water bewitched and tea begrudged and Oh! ye States Prison birds rejoice at your own happy fates) ~~but~~ Hard Bread. May you all be equally blessed who go whaling for a living. The Old Man calculates to make his everlasting fortune this cruise I know by the fodder he gives us. It does make men so ambitious to have such stimulating food. We are so anxious to see whales that you can see us coming down from masthead with tears rolling down our cheeks as big as hens eggs. If he would only give us some of the coopers white oak shavings instead of the hard bread I think it would be an improvement.

Who would not fight for the country whose law-givers make laws for the protection of seaman. And send out Corbels expressly for that purpose and when seaman make complaints to him send them off with the consoling assurance that they are treated as well as they deserve!

But we didnt get the Blackfish! So there now.

We should be in a bad predicament if we should see whales to windward of the ship for I dont believe we could pull a boat against the wind.

June 3<sup>d</sup> Began to blow to-day and at night double reefed the topsails and furled the fore & main sails and jib at 12 at night furled the fore & mizen topsails and hoisted up the lee boats and made preparations for an ugly blow, but this morning it is more calm though it is very thick. Get. Same old grub to-day.

Journal of a Whalerman by W. A. Allen

April 18<sup>th</sup> Hard Times! Hard Times!! I have seen hard times before but the present beats all! You can see the policy of our all-wise captain. Before we went into port we had duff every day plenty of beef & pork, & butter & cheese occasionally. The sailors used to say, calm weather nowt old Bill know what he is about. Old Shiver the mizzen has got his eye skinned, he is forelaying for port nowt hold on till we get out again! if we dont have squalls after this calm weather in my eyes! We all knew what he was doing it for. He thought Jack was blind and could see nothing but a Tar-bucket! Before we went in to port a short time we were one day bread-ing out for meat and the old man was stand-ing by the main-mast, and he asked us if we had meat enough - adding if we did not have meat enough at any time to come to him. After we went in to port the time that 3 barrels of meat was to last us was 20 days with the addition of two men more in the fore-castle. This is what he calls putting us on allowance! but the allowance is all in the fore-castle and steerage! The meat is divided by the mate into 20 bunches which is tied up, and one bunch is boiled each day out of which the capt and his 4 mates have as much as they <sup>are</sup> ple which is enough to last them till the next day at noon while poor Jack has hardly enough for his dinner and 3 or 4 times the men that came from masthead had none at all!. Now mark the differance; before we went in he could come and enquire if we had meat enough and when we did not to let him know it!. Now we are out and not meat enough for one meal we went to him twice and told him an

# Journal of a Whaler

His answer was, you have meat enough and if you can't do with what you have you must go without. And again, when the cook spoke about the meat he said he did not calculate for us to have meat 3 times a day!

June 8<sup>th</sup> Muster aft here all of you says the mate so away we go and form a line on the lee side of the Quarter deck to hear what his Excellency had to say. Do you know what those two piggins are on them butts for? yes sir. What? To drink out of Well then when you want water do you use them and not carry any more water away in your pots for the water goes away quite too fast for my use! Do you understand? Yes sir. Cook, what do you do with the tea and coffee you have left? I do not have any left but thick settlings sir. Very well. Some one spoke and told him as that some of us did not drink tea or coffee but used water. Well then you that use water go and get a pot at meal times. Go forward.

Now mark how much water he saves by this

Get your breakfasts there says the mate. Get breakfast sir says the crew. Each man takes a pot and goes to the cook and gets a pot of coffee and then take another pot and go aft and get a pot of water, making 22 quarts of water more than would have used if he had said nothing about it! This is now done 3 times a day veryly I think his water will go much too fast for my use for the future!

6 o'clock at night. Go aft there all of you! Away we go aft and his excellency made us a speech about the meat and after all ended in telling the cook to cook us as much meat as was necessary.

June 10 Saw Whales going to windward & lowered with no success.

June 16<sup>th</sup> 1843

**Journal of a Whaler** by W. A. Allen  
June 16<sup>th</sup> Saw whales, lowered and after chasing nearly all day  
Mr Worth got fast but in 15 minutes the Iron drew and we  
lost him lowered 3 times this day

June 17 Saw whales - account on the next page

21 Saw Whales lowered and pulled all day with no success

22 Sailed boat - got account on next page

23 Saw Whales lowered and no success

24 Chasing whales at 9 a.m Mr Stuart and our boat  
got very near to a large whale, Mr Stuart was nearest so  
we let go our boat-sail for him to get fast.

he was going along about two points free about 1 1/2 knots  
an hour. Mr Stuart thought he did not go fast enough  
so he told his crew to take the paddles. No sooner was  
the paddles in the water than the whale heard  
it or thought he did for he instantly settled and  
lay under water listening. The water is as clear as crys-  
stal and we could see him under water laying as still  
as though he were dead. I told Mr Ayr's that the whale  
knew too much for Mr Stuart. I don't know about that  
said he, he has got an old cow to deal with - if he gets  
clear of Mr S. We might as well go aboard.

With this comfortable assurance we lay awaiting the  
issue. It was a scene of the most intense interest to  
us & as it afterward proved not without reason  
In the course of five minutes he came to the surface, lay  
still for a moment and then as if satisfied that he was  
mistaken kept on his course. The moment Mr S. saw  
this his boat sail was brimed and with as much conti-  
on as possible he laid his boat round and kept directly  
after him. Little by little the boat came up with him  
and the crew were ordered to take their oars in  
their hands to be ready at the least warning.

Continued on page 8<sup>th</sup> from this

# Journal of a whaler

Exam, des.

June 14<sup>th</sup> 1843 Now, am going to give you another touch of Royally - There is a shark under the stern: sung out by man at masthead. Accordingly the old man sung out for his fish-line but no fish-line could be found, it was lost. Call all hands, call the men down from aloft there! There was a dead pause till this was done. Have any of you seen my line? no answer. Send the watch aloft and keep the watch below till they find it! It has gone from that roundhouse and it never went without hands. If no one has taken it, it is in the ship somewhere. If they cannot find it on deck get up burdens over all three hatches and break her out fore and aft! I swear I will see her kilt but I will have the line! Accordingly all hands went hunting after the cap't's line. It could not be found on deck. Take off the fore, maine and booby hatches and look in between decks! Go down in the forecasse some of you and search! Steward! Boy! Search that cabin! I went into the forecasse along with the mate. We looked in all the top bunks till he came to mine he looked there till he was satisfied and was passing on to the next when I put my hand up onto a shelf that was in one corner of my bunk which he had not seen and took down my line, look here says I, Mr Worth, you will never find the line if you do not look sharper! The Devil, says he a man would want to begin the first of the voyage to find anything in this focas<sup>th</sup> and away he put, on deck heartily lived, and I rather think a little ashamed of his attempt to search the forecasse as he called it. Report from below. Cant find the line sir! Take off the lower deck hatches and go down into the lower hold and look among the casks then! ay, ay, sir away we all went helter skelter down there and there we

# By W. Allen

searched till night. Come up there and put on the hatches and we will break out for it in the morning.

It may amuse you to know in what manner we conducted the search. After we got down there out of sight each one hunted out a convenient place to lie down, one crept out and got about a dozen pipes and a tinder box and all hands went to smoking like fur. One of the boatsteerers, a Spaniard who is learning to read English before he went down put his spelling book into his bosom and when he got down there stowed himself away where he could get a gleam of light and went to studying away with great gravity. I went down between decks and got into the bread cask and went to cracking hard bread for a living pretty soon the mate sung out to me to know if I could find it. I nearly choked myself to death chewing my mouth to answer. Every now and then a doleful sound would come out of the lower hold as of some one heaving and tugging at something he could not master. One of the chaps who was trying to get a better place to lie fell down head first into one of the cunnitins and began to sing out like mad for one of us to help him out. Every now and then the mate would come and sing out to know if we could find it and for us not to get stationary! Cant find it yet sir, but expect to every minute, and then would follow a general rattling of casks caused by the boys kicking them, pretty soon one would creep out and take an observation. If all was right we would lie still again. One of the men went out on the jib boom and searched about 3 hours. It was amusing to see him peering into the sheave holes and in the rigging as careful as though he was hunting for a needle. Another took the Tompion out of one of our great guns and ran his arm in pretty soon he began to sing out for a saw for he said

# Life in the Whaler

His arm was swelled so that he could not get it out. The old man saw he could not get it for no one knew where it was and that we had just as lief break out as not and he has concluded to drop it least so I think for to-day - June 15<sup>th</sup> we have got our watch below and the rest are doing ship's duty. There was a little of it done to night but now to hunt there are millions of fish round the ship and will stay with us all the voyage if we do not go to fast for them. We catch 3 each night and they are more than the whole ship's company can eat.

June 17<sup>th</sup> There the Blows! Raised whales this morning at 6 o'clock got breakfast at 6 and lowered away there was about a 5 knot breeze and the whales were so far off we could not see them from the deck we lowered and pulled for them but ~~some how or another~~ they got sight of the ship and were off like a streak we were down two hours came on board and just before 10 lowered again we used sails and oars, and got so far from the ship that we could not make out her signals but had not seen any thing of the whales. Still the ship kept on and we could just see that the main top gallant weather <sup>tree</sup> ~~clue~~ was hauled up, but could not make out what it was a signal to us or not; however as it is the usual signal to pull more to windward to haul up the weather clues of the top gallant sails, we began to look that way when we saw 2 large whales about a quarter of a mile off dead to windward of us we took in our sails and in a few minutes we were to windward of him, for he was going verry slowly to leeward himself. As our boat was ahead, as quick as we got to windward of him we see our sail and ran directly

# Journal of a Whaler

after him. Take your paddles said Mr A. and dig like the devil and let's get on to him before he roges down. We all took our paddles and pawed water like good ones and we soon saw he was ours - if nothing hapened - When we got within a boats length of him Mr A told me to lie down my paddle and tend the boat-sail. As soon as we got near enough he called up the boatswain - stand by to give it to him solid! mind your oars the rest! tend that boat-sail Allen! Every man being ready the boats stern was thrown off from the whale which brought the head of the boat head in contact with the whale about half way between his head and his flukes give it to him - give it to him strong! No sooner said than done - both irons were in him in an instant the boat sail was let go and all hands sterning out of his way. But he was a big fellow and could not handle himself like a little one so we were soon out of danger. The whale just turned about half round gave a kick or two and went down as straight as an arrow and as swift as light round went the line round the loggerhead whizing and <sup>king</sup> smacking so that there was a regular cloud in the after part of the boat. Wet line - wet line said Mr A and the tub-oars-man jumped for his water bucket. Now it happened that the mid-ship oarsman a great lump of mortality weighing 200 lbs in his shirt and about half foolish when he saw so big a whale throwing the water about and heard the noise of the line entirely lost his presence of mind and fell down between two thwart with his head and heels up mouth wide open eyes distended to twice their usual bigness and as pale as a cloth directly on top of the bucket and it was only by dint of hard pulling and kicking that we made out to get him up. We instantly wet line and took another turn round the loggerhead but it was no use, the boat

# Whaling Scenes

was level with the water and we dared hold on no harder how much line is in the tub? said Mr A 50 fathoms sir in half a minute the boatsteerer sung out 4 fathom in in the tub now sir Hold on all said Mr A who knife in hand was standing ready to cut if necessary. As soon as he sung out hold on it was done and he instantly cut line but quick as he done it the whale was quicker for he drew her down so that she filled half full of water.

20 There was a Minety Barrel whale gone to pot  
At  $\frac{1}{2}$  past Two P.M. Lowered again, the whales going before the wind set our ~~wh~~ sails and used paddles. Pretty soon the whales came up ahead of our boat consequently it was our chance; but the mate who is getting a little behind the mark for the first officer of a ship determined to gouge a little so he kept on but as soon as he saw that we should get on first he hove up and ordered us to do the same, saying that the whales had gone down (though they spouted at least 8 or ten times afterward) and that we were not using fair play. This made Mr Ayr's angry and he told the mate that it was him that was using <sup>fool</sup> fair play and that he would not have any thing more to do with him. We accordingly we went off on our own hook but did not get any more chances.

18 Saw no whales

19 Raised whales at the mozen lowered 3 times but owing to their being so uncommon they we could not get past

20 Lowered for whales to-day 2 with no success

21 Lowered using nothing but sails and paddles Mr Stuart & Mr. Ayr went off to windward of the ship and Mr Worth and Mr Ripper to leeward the whales that we saw kept going slowly to windward till we were out of sight of the lee boats and could but just see the ships signals pretty soon we saw signals to take oars but we could not tell if it was for us or other boats.

2nd Life Eagle Regiment 3

Petty soon after this we saw signals for "boat fast, go to her"  
now the ship was luffing and keeping off and we could no  
more tell where to go than the man in the moon.

Ship & Capt. Robertson

# English and Scraps

English and Scraps

2

# New Bedford Blubber Hunter

The boat was now up to his flukes, the whale saw them not and Mr. P. motioned to his boatsteerer to stand up and take his Iron. This was done, the boat was along side of the monster and nearly half way up to his head. The boatsteerer braced himself firmly and took deliberate aim at the side of the monstrous animal and at that very moment he saw the boat; Give it to him, for God's sake give it to him strong! The Harpooner wanted no second command but let him have his first Iron sollied; high in the air went his enormous flukes and took the 2<sup>d</sup> iron which the harpooner threw and sent it whizzing and whistling high in the air.

Down went the whale, down, down as swift as an arrow, two turns round the Loggerhead and the bows of the boat down almost level with the water, the line smoking and sparkling, and the lead on which the line has to run out of the bows of the boat dropping out melle into the sea; every man in the boat except Mr. P. and the harpooner, as pale as dead persons and as helpless as children. Spring, spring hard every mother's son said Mr. P. He is taking their line so spring so we accordingly laid back and got there just in time to bend our line on to theirs; they threw the remainder of their line out of the boat and we were left fast to the whale. He still kept going down till he had taken out half of our line. He then came up and started off to windward. We hauled up to the corner of his flukes, but could not kill him, so we kept to work at him till he had run us so far that the ship looked like a speck on the water and we had broken all our lances and then cut and let him go.

# Life in a Whaleship by Whideman

23<sup>d</sup> Killed whales off our lee beam and Mr. [unclear] got  
a chance at a large whale but the boatster  
darted so soon and the [unclear] struck his head <sup>in</sup> the  
and bounded off. Away goes Sperm acety as though  
the Devil chated him. We came on board and rec<sup>d</sup>  
a very polite cursing which it would be  
decent to eat. (12<sup>o</sup> 4<sup>5</sup> clock) Lower again and  
our boat got within dart and down he goes  
to put his head in soak. Signals to come on boar  
rd done and got another gentle cursing, got  
11 o'clock (A.M.) Lowered again and our boat got  
a chance at a large hundred barrel fellow  
so we pulled up to him, but by some unacco  
untable cause he missed him. The boat came  
on board and the capt called all hands aft.  
Stiles the boatsteerer aft. The capt pulled off his  
jacket and say he G-d D--n you you missed  
that whale on purpose did you. No sir he  
answered I done the best I could but I could not  
reach him. Sieze him up in the rigging Mr W says  
the capt, cursing and swearing in an awful man  
Mr. Ceyss says the capt. did Stiles have a good chance  
at that whale? Yes sir. Oh you do I rascal says the  
Capt you will drive whales away from the ship  
will you. He told him no he done the best  
he could and that if he siezed him up in the  
rigging he would not raise his hand to do any  
work again on board the ship. You'll threaten me  
will you, G-d D--n you. If I was worth five thous  
and dollars, I would pay four thousand ninehun  
-dred and 77 Dollars and seven eighths of the other  
dollar to go on length with you I go farther  
than the law allows if it cost me five hundred

Whaleman's Yarns by W. Allen  
dollars. I would not mind paying it if I was even  
morally certain that you missed him on purp  
ose of I do in you. Between those speeches he struck  
him 3 times as some say though I did not see  
it as I was not in sight of all he done  
Itiles told him he did not want to steer a boat  
that he did not ship for it at home &c  
You shall steer a boat & ejaculated the capt I  
know you can strike a whale and you shall  
strike one too. and if you miss another whale I'll  
flag you whether you have a chance or no. If you was  
to miss another I'd throw you over board you  
On Itiles intimating that Mr A. & his boats crew  
were prejudiced against him, he made him ex-  
change with Potter & Itiles steer Mr W. & P steer  
Mr Aegys. This cursing of which the above is not one  
half occupied above two hours, when we went to  
dinner. 25<sup>th</sup> Whales all round the ship, lowered  
and pulled all day with no success  
26<sup>th</sup> Lowered again Mr W got a chance Itiles dar  
and the Iron struck him in the small a very  
tough place and the Iron drew. Came on board  
11 A.M. Lowered again. Our boat got fast to a hundred  
barrel whale and Mr W got fast to another, 3 or  
more large whales lying like logs on top of the water  
dead still. Mr A was just going to strike one of them  
when the old man who had come down in the  
mean time told him not to strike a lose whale  
but to fasten to ours or Mr W's so they went cir-  
cling round after Mr W, and the old man was for  
go. Mr A saw the old man coming for us and says  
he come boys there is the capt coming to kill  
my whale I - haul me alongside and let me

Life in a Whaleship by W. H. Allen 1843

have the first lance at him. So we boused away and Mr A got the lance that he so much coveted just as the cap came up on the other side of him and gave him another. Now it so happened that as we got the lance the got along side of the old fellow just as he was going to try to see what he could do with his flukes. So he swings away with his old tail very slowly for Mr A had had the luck to give him his death wound and took the old man's boat up on his flukes clear of water and turned her over so easy that he never cracked a board and spilled the whole crew and the drink. I could not help laughing to see the old man moving onto the bottom of his boat and sing out to Mr A to work careful and not get stove. Mr W, lost the whale and we saved ours. If the old man had been Mr R and Mr I fastened to loose whales we might have got two or three hundred barrels instead of one whale of one hundred bbls. Both I spoke the George & Susan of N. B. 21 mo out - 1843 but 1<sup>st</sup> spoke Mr Barque Ranger of London. The Capt is a religious man and when Saturday night comes he puts his ship under easy sail for the next day so that if there comes strong winds they will not have to work and stand no more mastheads on Sundays.

4<sup>th</sup> of July 1843

This morning I was awakened by a sound - not of Artillery, neither of the different bands of music which usually assemble to usher in the anniversary of American freedom but it was nothing less than, Tap-tap-tap, - All hands A'ho! Muster up here and scrub off decks! So we accordingly put

# Life in a Whaleship

out and bent our backs though we did not our  
energies for a couple of hours for the purpose of "win-<sup>ning</sup>  
off". We then hauled home the 30 Gallant sheet & swung  
up the jib and got breakfast. After breakfast we haul-<sup>ed</sup>  
out our two guns (taken out of the English ship of war  
Boyer) and hauled them out to the gangway for  
the purpose of - "cleaning" for I am sure that "old  
nero" has not a drop of republicanism in him; at  
any rate if he did have any idea of celebrating it  
seems that the "Goddess of Liberty" could bear the  
idea of such profanity, for she stooped down from  
her lofty perch and broke a case hardened steel  
drill off in the vent-hole so after much toil  
we were obliged to haul it back to its old station  
perfectly useless. But there is one part of the  
performance I forgot to mention; When the drill  
first broke it stuck out of the hole about two  
inches and after various efforts to extricate it  
"old Riggs" broke it off about one half inch inside  
so when Nero saw this he gave old Riggs his 4<sup>th</sup> of July  
over the face and eyes and then he set himself down  
and began to curse by way of an oration on the occasion  
of course this was all very edifying to us young repub-  
licans, and we are all waiting patiently for the next  
fourth to see what will happen to the other gun.  
July 8<sup>th</sup> Spoke ship Japan of Nant<sup>u</sup> 22 mos out - 950  
baling out a 60 lbs whale at the time. Went on  
board and spent the afternoon "gamm<sup>ing</sup>".  
July 9<sup>th</sup> Hauled whale about 7 a.m. lowered four bags  
Mr. Stuart fastened about 10 o'clock to a large  
& who ran like fire to windward our boat just got  
up to see the end of Mr. S's line run <sup>out</sup> of the chocks of  
the boat as the whale was <sup>being</sup> hauled. Mr. S. came along

Journal of a Whaler by W. A. Allen Westbrook 1823 Nov  
and got another line together with a respectable <sup>young</sup> bleb  
from the Capt for not holding on longer, when if he had  
he and his boat would have gone to Davis' Locker.  
Mr. W. went up alongside of a large whale and told Stiles  
to strike him; he threw his first iron and missed  
the whale settled and he shoved his 2<sup>d</sup> iron under  
water and fastened slightly, but the iron soon <sup>was</sup> dra  
Boats returned on board. The capt asked S. how he  
came to miss that whale. S. replied that he did <sup>at</sup> wh  
he shipped for and no more. The Capt then told Stiles  
to bring up an agreement he made with him in  
Callao when he made him boatswain. It was  
brought up and all hands called aft; and the cap  
read the agreement to them which was to the fol  
owing purport; That he would give him his <sup>pay</sup> ~~pay~~ <sup>as long as</sup> ~~as long as~~  
long as he performed his (a boatswain's) duty. and  
as he remarked he had so faithfully performed  
his duty in miling 3 whales, he would now leave  
it to the crew, although says he it is none of their  
business, if he ought to give him his pay. Of course  
the men being told it was none of their business were  
not going to say anything about it. So the cap tore  
up the agreement. But as S. calculates to sue for  
his pay as soon as we get to the U. States we give  
him a certificate of our opinion of the manner in  
in which he had performed his duty, to offset  
anything which the old man can argue out  
of our silence. Stiles was then turned forward  
and Kincaid a foremast hand was made boatswain  
and Ward a foremast hand was appointed to take  
care of the S. B Boats craft; which duty Kincaid had  
formerly done. What promotion for the poor tars  
what upraising and downfalling in this little King  
dom of ours

# Life in a Whaler By W. Allen

June 1843

More fun to come yet!!!

19<sup>th</sup> Passed off with till night the capt came on deck and ran forward and caught the Lookout sitting down Then there was a regular row but I will not attempt to describe it as it is useless

25<sup>th</sup> Spoke Ship W & L Packet 200 Sperm & 300

R whale 27<sup>th</sup> Raised whale lowered and no success

Aug 2<sup>nd</sup> Raised whale, Lowered & no success

8<sup>th</sup> Raised whale (Mr Worth & Ripner got a whale)

10<sup>th</sup> All done trying out

11<sup>th</sup> Raised whale at sunset - Mr W lowered and got close on to one but the whale settled and capt called him on board

12<sup>th</sup> Mr W got fast to a large whale and we went to help him We got fast and we went on one side of the whale and Mr W the other now the whale was going to leeward and it was blowing pretty

fresh so that the boats would go as fast as the ship now the boatster who was steering our boat was rather afraid of a whale and Mr A would

keep singing out to him to lay the stern of the boat nearer to the whale in order to keep the

head of the boat pointed a little off from the whale so that she should increase her distance from him as she shot ahead, but the boatster

did not understand the policy of keeping the stern of the boat where he was nearer to the whale than the head where Mr A was so when Mr A

sung out to him to lay on he answered I'd sir as in duty bound but tadded in an undertone

to me, if he wants to keep lancing a whale that is dying as fast as he can he may stay there I am not going to shove myself into danger. But

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# Life in a Whaledrop By W. A. Allen

Mr Boatsteerer found himself shoved into danger rather sudden for a rousing sea came and the boat ran like an arrow on to the whale for he continued to keep the stern off as he before intimated to keep himself out of danger which caused her to run bow on to the monster so suddenly that we hardly had time to grab our oars to stem all. Stern! Stern for your life hauled the mate for G. D. A - - - for sake stern but it was no use to try to stem with 3 oars across the whales back and the other two in the water. It was a lucky day for us that the whale was so far gone as not to notice us for one sweep of his tremendous flukes ~~which~~ would have stoped our whaling and spoilt my yarn. Somehow or another we made out to get off from him and I - when I saw the mate spouting out his pent up breath like a young whale, by G. D. boys right ahead! there was a D D snug scratch! But a miss is as good as a mile. Got him alongside. Spoke Ship Wal for Sept. 18<sup>th</sup> Stowed down 14 bbls

- 19<sup>th</sup> Spoke Levi Starbuck 27 mo out 700 sperm.  
24<sup>th</sup> Spoke Martha New Bedford and exchanged signals with Bargue Smyrna  
25<sup>th</sup> Spoke Ship Ocean of Manchester  
29<sup>th</sup> Raised whale Starbuck boat got fast - iron drawn and lost him  
30<sup>th</sup> Raised whale Mr W got fast - drawn and lost  
31 Raised whale lowered and no success  
Sept 1<sup>st</sup> Raised Ocean Isle.

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# Life in a Whaleship by Whalers in general 1843

We ran down to the island and sent a boat on shore to see if we could get any wood as we had heard that a ship was wrecked there so we went on shore with our boat and there were enough of the timbers masts yards and so on of the ship Parker of N. B. and we found marked on pieces of board the name of the ship how long they had been on the island and what they had had to eat - though we did not want any tally to tell us what they had eaten for the bones of birds and fish were scattered plentifully around.

It seems that Ocean Island has been but recently discovered and ~~that in fact~~ is not laid down correctly on the charts so the Parker being cruising round in this spot for sperm ran on to the reef which forms a kind of circular ~~reef or~~ fence round the island at the distance of 5 or 6 miles from it. Inside of which the water is of various depths from 2 to 17 feet of different ~~coral~~ reefs formed by the different kinds of bottom and forming a beautiful contrast to the rugged dark blue of the ocean around. Here were their houses just as they had left them some of them built in a very tasteful manner, - particularly one which we denominated the Captains house. - This was a frame work of stuff got from the wreck and matted over with a sort of grass which grows on the island in a very neat manner. It had two windows with curtains made of a kind of woven mat which sailors now know how to keep out the wind and rain.

## News from the Pacific

It had also two seats or benches one on each side of the door outside for the purpose of sitting down to enjoy the evening air or for the purpose of holding a conversation.

It seems that they had been on this solitary island over 12 months subsisting on sharks seals and such birds as they could knock over with clubs or stones for the birds when we went there were so tame that we could get within 8 or 10 yards of them before they would fly. We found fish-hooks made out of iron hoops and fish spears made of the same and set on the end of long thin poles for the purpose of darting at the fish which swam near the shore. They had also a look-out place made of a small spar for the purpose of taking a survey of the horizon for sails.

All hands of us had a run on shore here.

Sept 3<sup>rd</sup> Left the island in the afternoon and ran till 9 o'clock when we clewed up top gallant sails and clewed down topsails and hauled down jibs backed the main yard put the helm down and lashed it and sent every body below but 2 at a time to look out for her.

Sept 4<sup>th</sup> Raised whales lowered and Mr W got making 110 barrels.

10<sup>th</sup> Spoke ship Addison 27 mo out 950 barrels sperm.

11<sup>th</sup> Pump ship to night and found that the oil leaks.

12<sup>th</sup> Up with the Lurtons for the purpose of breaking out all our oil and cooping it.

21<sup>st</sup> No less than 30 Dolphins round the ship got one and had the pleasure of seeing him chase

# Saml. Robertson

colors in his dying hours but found that it was more  
in the poetry I had read than in the reality. In short  
I did not think it half so beautiful as to see him  
darting along in his native element in his shining  
green and gold color and as he caught sight  
of a flying fish stop as though struck dead and turn  
half black and half white or maybe green and  
black or white and yellow or spotted and the  
next moment see him going like a sun-beam  
60 feet at a bound after his prey. Digressing.

23<sup>rd</sup> All done and stowed down

24<sup>th</sup> Washing

25<sup>th</sup> Mending sails. 27<sup>th</sup> Raining like the Devil and  
the old tyrant set all hands at scrubbing off 3 or 4 hours  
probably studying our health!

28<sup>th</sup> Mend sails from 4 o'clock P.M. (when it ceased  
raining) till dark.

Oct 1<sup>st</sup> The capt. told the 2<sup>d</sup> mate to go down in the  
hold and get out a partition or cask, the 2<sup>d</sup> mate star-  
ted and did not answer the capt. I hear there  
you bugger said the old man and he bounced down  
the hatch and hit the 2<sup>d</sup> mate bat alongside of his  
mug and sent him off duty! As the 2<sup>d</sup> mate was  
going below he muttered to the mate that they  
might raise whales and be damned he would not  
go! There the Blows! sung out Bob Hannaker  
turned out to be sperm whals. The capt. told  
the 2<sup>d</sup> mate to go to his duty. J. I. sir said the fool  
and there was an end of this spunk. No success  
Oct 2 Raised whales no success

# Cruise on Japan

Oct 13<sup>th</sup> 1843 Ran of the Sandwich Isles on  
our return from the famous cruise on  
Japan in which the calculation was to  
take 1000 or 1500 barrels and only 300 barrels  
better off than when we went.

Oct 14<sup>th</sup> at 6 a.m. we are once more at anchor  
in the port of Maui. Got off our water and  
done our other work and then we have our  
liberty on shore. 19<sup>th</sup> Our 4 Hannakers run <sup>away</sup>  
24<sup>th</sup> One of our home crew left the ship in the  
night by the name of John Teachout. Our Liberty  
stopped on that account.

27<sup>th</sup> 7 A.M. weighed anchor to run it again. Ran  
down to Oahu. Capt went on shore with a boat  
crew and 2 more of our home crew ran away  
from the boat by the name of Edward and Wright.  
Capt has offered 100 dollars reward for them and  
come on board made as a ship. 3<sup>d</sup> mate at work  
making a cat: nine tails tared and pickled  
them and the capt has sworn by all that is sac-  
red that he will flog them worse than ever  
man was flogged. On the other hand we have  
sworn a solemn oath ~~on~~ and taken it in  
writing and signed our names to it that if  
he does flog them we will never do any more  
work on board of the ship. So if he floggs them  
he and his officers have got to be strong enough  
to take us and flogg us into our duty or carry  
us into port and put us on board of a man of  
war to try us or else let the men go, and God  
knows what will be the result. Running  
down to Oahu.

# Cruise on Japan Long 170 E. Lat 25 North

Nov 3<sup>d</sup> Splice our Mizzen top-sail.

Nov 5<sup>th</sup> Off Oahu. Picked crew and they and of a party  
allowed to land with which the caps were on the  
shore with irons in his hands and Pistols in place  
his ~~Pocket~~ to get his gun. Stayed on shore  
all day - a day of anxiety to us. Came off at night  
but no deserters. All right. Better put his caps  
up, to dry, for next port. It seems from what  
the boat's crew could learn by the men on shore  
that they were caught and that while we  
were gone the caps of the ~~Sho~~ of war Captains  
had been there and taken all the Americans  
out of the force who wanted to go, and our old  
man knew too much to go there after them  
for fear of getting into more trouble.

So here we go to sea I forgot to mention that  
he got his runaway riggers before we left  
Our recruits for this cruise are 38 bbls Green  
Potatoes 10 Do Irish Potatoes 100 Pinkies 1 bbl Beef  
24 Turkeys 48 chickens 7 Goats 100 Water Melons 30  
Musk Melons. & 5 bunches of Banannas

## Cruise on the Line

Nov 11<sup>th</sup> Spoke ship Com Preble 17<sup>th</sup> Unbent & a ship  
left fore and main top Gallant sails mending gear  
made sent down. As our ship leaks considerably  
on the larboard Quarter we caulked it and  
got done on the 20<sup>th</sup>. The ship now leaks about  
150 strokes of the pump in 24 hours. Since we left  
Oahu it has been blowing half a gale of wind and  
all the time we heading to the Southward and a bit  
eastward sharp on a wind and just as much  
as the old ship can carry under double reefed top of the  
sails.

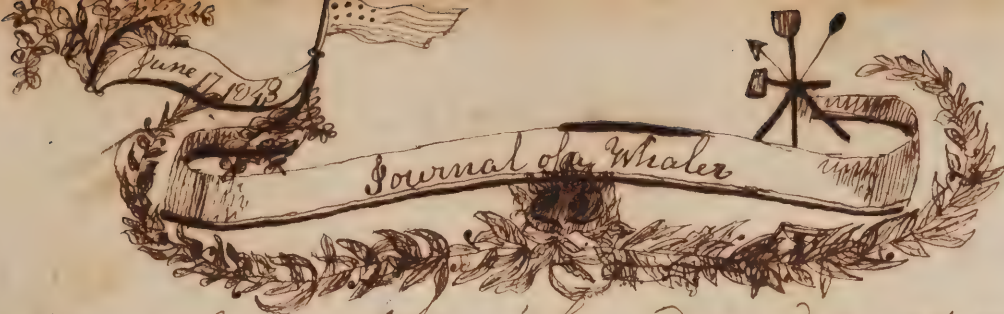
# Journal

Oct 13 There is a ship in sight on our weather Quarter  
over and she has been there ever since we left the  
Lapa islands. The Capt is determined that she shall  
take no passage and so he carries a taut rig on  
like the old ship. She is evidently deeper in the  
Oct 1 water than we are for she does not careen  
in it so much as we do and she holds her sea  
done gage better so that though we keep her as  
like far astern as when we first saw her yet  
24<sup>th</sup> we are gradually dropping to leeward.  
night On the 24<sup>th</sup> we again crossed the equator.  
stop. Saw a school of something which the Capt  
27<sup>th</sup> pronounced whales lowered and pulled  
down long time saw nothing and came on board  
crew mad as March hares. 27<sup>th</sup> happens to be  
from a fair day the first we have seen since we  
Capt left the islands. We have had so much wet  
com weather lately that we have not a dry rag  
mas nor put on, so when we turn in we strip  
them all off and when we turn out put on our  
red wet clothes again so as today happens to  
may be fine the ship is covered with wet clothes  
sew hung out to dry and we are employed  
over mending top gallant sails. 29<sup>th</sup> we broke  
the D out the last oil we got and coopered it into  
over 50 barrels. Dec 2 mending Fore top sail. Unbent  
the a the top gallant sails we put up on the 17<sup>th</sup> and  
to the bent the old ones. On the 6<sup>th</sup> saw land which pr  
us is to be one of the Marquesas group. 7<sup>th</sup> saw another  
war island, noon saw another school of something  
know which the Capt pronounced whales lowered and  
down pulled with the same success as before

# of a Voyage in the Pacific By Wm. A. Allen Westbrook

9<sup>th</sup> saw the island of Mukahiva ran to it and at 2<sup>nd</sup> m. went on shore with the capt. Went on board of a corvette that lay here and several French merchant ships. The bay or harbour we went in was the same place where Commodore Porter used to lay when he used up the British ships in these seas. One of his guns is yet to be seen upon the high of land that bounds the southern side of the harbor. On the 11<sup>th</sup> spoke the ship of Nanto 40 and out 1500. We heard in Mukahiva that the Cyrus went in to Salinga and got 6 boat loads of wood and wanted to make the natives take 6 fathom of Calico in payment which they refused upon which he left without giving them anything. The natives took a canoe and went down to Mukahiva to the french capt and told him of it upon which he bent his sails and went in search of her and made the rascal pay well for it & told him that if he had been any other than an American he would have kept his ship which would have served him right, but anything is mean enough for an american whaler. On the 15<sup>th</sup> we ran down to the island of Salinga a canoe came to us in which were 2 white men and 2 kanakas one of them being the son of a whaler. This island is savage and it has been but 3 or 4 years that a white man has dared to put his foot upon the island. There are but 3 white men on it now and there are runaways from whalers who prefer to run the risk of being killed and eaten do stay any longer on board their ships; and killed and eaten they would have been most assuredly had it not been for the old Quam who is the oldest man on the island. He took a fancy to the youngest of them

Journal of a Whaler 1810  
a lad of 18 or 19 years and so the ~~above~~ the 3 so  
that the Kanakers dare not lay their hands on  
any of them. This young man is a native of Rhode Island  
the 2 others are English. They are fighting continually  
here among themselves and they have their sectional  
prejudices as much as any two different nations  
The land is very hilly running in deep gullies down  
to the water's edge making a great many bays or small  
harbours and each of these are at war with the others  
These white men told me that though they lived in  
the bay where we were yet they were welcome where  
they went. That they stopped wherever might overtake  
them and were welcome to eat of anything which the  
natives had. I had a chance to converse with one of  
the young fellow from R.I. who was not allowed  
to come on board our ship as he is their typer  
or doctor and was tending a wounded native that one  
of the Kanakers on board of our ship had shot 3 or 4 days  
before and who was his friend. Every Kanaker on  
any island I have seen has one other who he calls  
his friend and these two can do with the things  
that belong to each other as they would with their  
own. Now this Kanaker on board of our ship  
had such a friend and he walked up to his friend  
in cold blood without any provocation and shot  
him through the shoulder. Now among these  
men the old law of blood for blood is strictly observed  
and if he had killed him his friends would have  
revenged themselves but as he will recover the job is  
saved for him and as soon as he is able to hold a gun  
so soon our Kanaker dies and is roasted and eaten  
Even he himself to me they would make a roast  
of him! He can talk English for he was stolen some



years ago from the island and was on board of a whaler  
two years when he was put on shore again on his native  
island a keg of powder and a gun given him which  
made him as he said the richest man on the island  
at that time I asked him what he shot his friend  
for. he said me no know me heart speak me kill  
me friend. I asked him if he did not know they <sup>would</sup>  
kill him? he turned with an air of the most perfect  
indifference and said me no think nothing for this  
(this) I asked him what they would do with him?  
he said spose me friend die, Kammaker put one toul  
(rope) me neck, kill me, eat me all up! I pose me friend  
live by me friend shoot me all same me shoot  
me friend eat me all same. I asked him why he did  
not stop on board our ship. he said me no like ship  
much hoola hoola (hawing or scolding) I went and asked  
the white men if this were true and they told me  
yes & the R.I. chap told me on shore that they would  
make a roast of him. He said he had seen several men  
spectacles the last was an old woman and her <sup>daughters</sup>  
a girl 17 or 18 years old whom they had taken prison  
over the other bay in one of their excursions. They  
often catch them and keep them 3 or 4 weeks for such  
a purpose and then have a grand feast. When they  
have taken them no money can buy them - offer  
them that which they most covet and they will  
not look at it. When Capt. Tobz was here 5 or 6 years  
ago they had a young girl in their possession  
and capt. I offered them 400 lbs of Gunpowder  
for he being all they had in the ship and for <sup>the</sup> more  
do the Kammakers than anything else but they  
would not take it

## Journal of a Whaler

He said they were hung up by the neck and the Cannakers danced round them sticking sharp pointed sticks into them till life was extinct when they were taken down cut open a large hole dug in the earth a fire built in it a lot of large stones put in and heated <sup>red</sup> hot. After the <sup>meat</sup> gro is well heated and the stones sufficiently hot they are taken out the ashes scooped out the body placed in and the stones put inside and around it being kept from burning a great deal by large leaves of bannan put between them and the flesh and thus fixed they roast very well. I have eaten a piece of a pig roasted in this fashion in Otaheite which was very well done. The white men told us we could get plenty of bogs bannanas coconuts &c here for pieces of iron hoop tobacco or Powder, so the old man concluded to try it. We manned a boat and the cap went on shore, when we got to the beach we were surprised to see about 30 or 40 girls all standing on the beach with their white tappa or cloth in their hands or thrown round their necks perfectly naked and enquired if we were after girls. Now I will show you the reality and you can read the advertisement in any of our streets. Let Mothers & Fathers beware!

Wanted immediately 100 enterprising young Americans to go long and healthy whaling voyages Parents and Guardians are particularly requested to look at this. The greatest care taken of their morals. It is the fashion for 2/3 of our whale ships when they cruise round these or any other island where they can to run in to the land at

Journal of a Whaler By W. E. Allen  
might send 2 boats off on shore and fetch of girls  
to a man fore and aft Cabin boy and all included  
and after a night's debauchery put them on shore  
and repeat the same night after night as long as  
they stop around here; it may be for 2 nights or 3  
months just as it happens to be good whaling. You  
may be surprised at this, but it is as true as the  
word of God. Plenty of our young men are ruined by  
this and catch a disorder which ruins their blood  
makes old men of them before they are young ones  
for the disorder caught from one of these women  
is much worse than the same in America and  
seems to be a real poison to a white man! I have  
seen its effects on many. Even if a young man is  
so happy as to get in a ship where such things are  
not tolerated he cannot put his foot on shore but  
he is continually in danger for there is not a girl  
and many of them are really handsome with fine  
glossy long black hair curling over their shoulders  
and decorated with a profusion of beautiful  
sweet scented flowers beautiful jet black eyes glow-  
ing with passion a beautiful set of teeth and clear  
skins as much lighter than our American Indian  
as ours is lighter than a mulatto's but would gra-  
nt any favor for from a head of tobacco up to a thin  
skirt or 50 cents which is of just as much value to  
them. But to continue we for an excellent place  
to recruit a bag for a bag of powder holding  $\frac{1}{2}$  or  $\frac{1}{4}$  lb  
of powder. Prinkins and co came and on for little  
pieces of iron hoops and we got 10 boat loads of wood  
which the whaling men cut and for which the  
old man gave them a bag of tobacco powder and some  
other trifles the cost of which probably amounted  
to 5 or 6 dollars and was as good as 100 dollars to them

## Journal of a Whaler

Having got our wood piled up and pumpkins  
 all on board on the 16<sup>th</sup> at 12 a.m. we took leave  
 of this Island and its naked inhabitants  
 and stood to the south and east. As soon as  
 we had got our wood all cut up and put to dry<sup>ing</sup>  
 we went to sail men<sup>ing</sup> and on the 17<sup>th</sup> went  
 fore and main courses all hands on Deck all  
 day all the time now-a-days On the night of the  
 22<sup>nd</sup> in our morning watch on Deck the Capt<sup>n</sup>  
 came on deck and found Mr. C. asleep on a  
 cask he said nothing but came forward and got  
 a bucket of water went aft and threw the water  
 of it over Mr. C. as tight as he could spring. I won  
 have done your heart good to see Mr. A. bound out  
 of that We have not had meat enough to eat now  
 for many months and since we have had the  
 hogs we have had a sea pie every day for dinner  
 and the rest of the 24 hours we have to make out  
 as we best can on bread and water, but as an <sup>aggra</sup>vation  
 our bread is all spoiled having all moulded in the  
 casks and creak full of worms and bugs so you  
 may judge that we have pretty hard times of  
 it to get no watch below in the daytime and  
 4 hours on deck out of every night making or  
 taking in sail according to the weather and this  
 in being work that not one ship out of 100 would  
 keep all hands on deck all day for Jan 1<sup>st</sup> Saw Mar  
 quisas Islands again 7<sup>th</sup> Guntar got a watch below  
 after a 24 hour scrub on deck 14<sup>th</sup> We have had a  
 watch below since last Sunday. The old tyrant  
 kept us on deck till his own black conscience would  
 not stand it any longer

# Journal of a Whaler by John A. Allen

15<sup>th</sup> An unusually small allowance of meat was passed down to day, and the men who have been waiting for some time to see if he would not give us more meat could not stand it any longer so we left our dinner until until the capt. came on deck and then one of us went to him and told him that we were dissatisfied with our allowance and wished him to look at it and see what he thought about it. He wanted to know if it was not as much as we commonly had, adding if it was we could not have any more. So his Majesty came forward and demanded the hid or wooden tub in which our grub is passed down. The hid was taken up followed by all hands anxious to hear the decision. He looked at it - picked it up with his jack-knife - called the Cook and asked him if that was what was passed down. The cook told him it was. He then called the Steward and told them to divide it equally fore and aft, and added if that would not do we must go without. Now the way it has been since we have been on allowance and finally all the voyage, is thus The meat is all put into the Coppers and boiled together out of this the steward has his pick or cull for the Cabin & the best - clear of bone with the which is passed down to us as part of our allowance and sometimes the rind of the pork which goes into the Cabin is put in also no doubt as a particular favor. Now there must be meat enough to make out their dinner and to make hash for them for supper and breakfast or meat for the 3 meals hash or no hash or else the steward pay for it out of his hide. Witness the transaction on Oapan. One day there was but a little meat and the Steward took about  $\frac{1}{2}$  of what

# Journal of a Whaler

there was for the Cabin which did not prove enough for 3 meals for them. So at night the Steward asked what he should do for meat for breakfast as he had none. Says the Grant you look for meat if you don't I will look for you! The I told him that the had taken out as much as he could to leave any for the men to which the Capt answered if you do not find me meat for my breakfast you and I will have a settlement! The Steward then asked him if he should take some out of the Harness cask and the Capt said no! So the I went to the next days allowance which was in the tub in soak and cut off enough for breakfast. This to come out of poor Jack's allowance who had hardly enough for his dinner and often not enough for that! The next morning the Capt asked the I where he got his meat for breakfast? The I told him out of the next allowance. Oh! That was all right, and no more words about it only he cautioned him not to let him hear an more complaint about wanting meat! There is another specimen of the justice meted out in a Whaler!! America! sweet Land of Liberty, your flag unfurl! To night he has ordered a couple of pigs to be killed and told the cook to make us a soup. So we shall get one good meals victuals in 24. But says one what am I going to do for my supper to night & breakfast in the morning? Oh says another we must make out on bread such as it is and our coffee burnt and tea begrimed.

16<sup>th</sup> As a small specimen of the overbearing disposition of our Honourable Capt I will just state that at 11 o'clock last night he called the Steward out of his bed to go and get him a drink and himself sitting on his lazy stern in the Cabin

# Journal of a Whaler by W. Wallen of Westbrook Maine

## Whalers Political Knowledge

14<sup>th</sup> As we were sitting last night in the fore-castle there was a dispute about the best President. Old Birins was sitting there listening and at last he got up and says he what did Old Ben Durin (Ben Buring) do that they turned him out? Old Joe made him some curious answer, but says Old Birins that aint it, I know what he done, he put the dirt on the ice: yes says old Joe but he did not on the dash: the cook has all the dash. I dont care says B. I wont vote for him any more, he might have let the ice alone!

Remains of meat to day with the addition of a share of cliff.

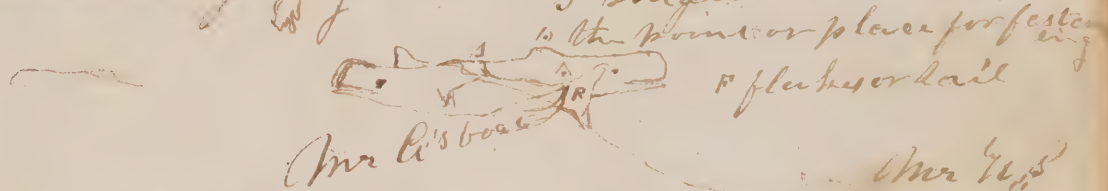
15<sup>th</sup> Nothing of importance to day. Employed in making some repairs to our boats.

20<sup>th</sup> Another row: Mr W gave me an Daniel a job out on the tow-boat and pretty soon after he told Old Rice to come out and help up. So he came. In a moment after I saw the long nose of our honorable capt run out under the foot of the fore-mast and the hole under it bawling for old Riggs. So in goes Riggs and the old Roman began to pull him with a rope's end, because he either forgot or omitted to say, I. Sir up. Mr W told him to go up and help up. Right it was.

23<sup>rd</sup> Pretty much the same old bill of fare with a nap or a share of cliff now and then - which means not very often. A Council of 10 dollars up, for a whale or 5 for a Blackfish.

Journal of a Whaler by Wm A. Allen  
29<sup>th</sup> There is a small white water on the weather  
bow line! run out my chain John Middlewood for  
the fore top gallant or 40 trees. How far off? says the  
mate. There she blows! run out the main trowsers  
the main. Where away? says the mate etc. There she  
blows was his only answer from the stentorian  
lungs of 10 men who had all caught sight  
of it. What the devil is that? says the capt who came  
rushing out of the cabin as though ten thousand  
devils were after him. There she blows roars the  
men again. Where away? How far off? What does  
it look like? Sperm whales, by jove! says the old man  
all in a breath and without waiting for an  
answer he caught his glass and went rushing  
up aloft with the quickness of a squirrel, bawling  
all the way, call all hands! clear up the decks!  
get the boats ready: go. After a little time we  
and pulled away for them but we saw nothing.  
They were not seen by any of the boats and we  
to think that we were on the wild goose chase  
when Mr A came out there the boats and  
there she blows! this gave us new heart especially  
as they were but a short distance off. For Mr W  
and up the main and galley and the boat brought  
to go that after a short pull of 15 minutes we got  
past to another. It was such a comical matter  
whether we should go fast or not that when  
we did succeed we gave 3 cheers which were  
answered by the 1st crew who had been laying  
stale waiting for us to be fast. This is no more  
than a very whale starts off one way and  
then another.

Journal of a Whaler by R. A. Allen Westbrook Maine  
As the whales parted company we did not see any more  
of Mr W or his whale that afternoon. Our whale pro-  
ved to be a running one and we had to work hard to  
kill him. But I cannot help mentioning the scene  
we were in when we got fast. The fast whale, or the  
one which Mr W was fast to lay right between us  
and the one we wanted to strike and as there  
was no alternative but to go across the snout  
of the fast whale who was quite quiet we passed  
in with might and main trusting to get off  
of him as we best could. The whales at the time  
we struck were laying something in this posi-  
tion



So that you can see by one sweep of his tremendous  
flukes he could have sent us to destruction.  
Now, the boat steers who is afraid of a whale  
saw the predicament we were in as Mr W told  
him to stand up and take his iron or harpoon  
he threw this hat off and turning round from  
the whale to us singing out for dear life. Stern  
stern all!! Stern, or by God we'll all be stone to kill  
while every hair of his curly head almost stood up  
on end for fear, and Mr W bawling to him to fasten  
fasten! fasten John Potter! why the hell don't you  
fasten to that whale? So John he looked at the  
whales and turned again half round to us, but  
at that moment the whale began to make a  
move and old John seeing that there was no chance  
turned round and threw two rows into him  
and then in his agony he jumped up and down  
creating a regular storm and swearing that we  
would get thrashed to death in one of these days.

Journal of a Whaler by Wm Allen 1843/4  
 But the whales for a wonder never kicked once, so  
 we had the laugh at it. When the whale would only shake  
 his head and say "Whee, whee" boys we shall see how it  
 will be when we get on the high coast among the  
 right whales, you can't feel round them fellows  
 the same, if you do, some of us will make you for the  
 fishes. But to go on, our whale ran us about six  
 miles to windward, before we succeeded in killing  
 him, and by that time it was about sunset. Mr  
 G had been pulling after us all this time, and came  
 up, just as the whale turned up. So we cut the in-  
 et, and Mr S cut a hole in his head, to reave a  
 tow rope through, and then commenced towing for  
 the ship, which was about 5 miles off. So we towed away  
 very fast, and very till after nine o'clock, but we  
 completed ourselves with the idea that when we di-  
 get along we our work would be over for that night.  
 We got along fine, but there was no other whale  
 there and Mr B and Mr H's boats were missing  
 So away we had to pull 3 miles from the ship and  
 help them along. We found them laging back doing  
 nothing and this made us mad enough. But we  
 got them along side and the whales all fast and  
 ready for supper by 12 o'clock, so you may judge  
 we were pretty hungry. But now mark our good capt's  
 disposition: we knew we had no meat for supper and  
 nothing but hard bread to eat anyhow. But we concluded  
 that in consideration of our long pull we would ask  
 him to give us something. But we found that the  
 idea of having made a little money had ruined  
 our sweet capt's head completely. The whales were  
 taken alongside without a word and I did not hear  
 him curse a single man!

Journal of a Whaler by W. A. Allen Westbrook  
Steward, kill one of those hogs and make a sea-pie  
tomorrow <sup>and</sup> give them a good lot of flour in it! Carry the  
down some butter for their suppers! Get supper  
Mr Worth! When we went down to supper we found  
butter enough to last us 3 or 4 days, full 3 times as  
much as on any former occasion! Next morning  
we hove them in and got breakfast at 11 a.m.  
when he sent down a lot of cheese! Cut up the blub-  
ber into horse-pieces, and scrubbed decks and  
got dinner at 6 P. M. when we had our sea-pie!  
The next day we got our breakfast and went on  
decks as usual, when the capt said, 'send the water  
below Mr Worth! A new wonder! something that  
he had never done before the voyage!  
He remained thus till the oil was ready to stow  
down.

Sept<sup>r</sup> 1844 Monday. Last night we got our casks  
on the main hatches in readiness to put up in  
the morning for stowing down. We were called  
at daylight and Mr W set some to work  
getting up the burlap and others were now  
the decks waiting. Pretty soon the capt came  
on deck and began to jaw Mr W because all  
hands were not busier! When there was  
nothing in the world for them to do. Mr W told  
him that the men were working as fast as  
they could and as many were to work as there  
was work to be done and added that if he  
thought he could do the work any faster  
or better than he (Mr W.) could he had better  
do it. So his Majesty sent Mr W off duty! Mr W  
went below and that was the last we saw of  
him that day.

News on board of a Whaler <sup>W.A.A.</sup>  
Time we slowing down to night and was let off  
13<sup>th</sup> Mr W. on duty yet.

14<sup>th</sup> Mr W. off duty. Saw a ship on our lee.  
15<sup>th</sup> Made the land (Neukahiva), spoke the  
ship we saw at 2 o'clock this morning went  
on board. She was the Kulusoff of New Bedford  
27 months out 1001 barrels 600 sperm.

Mr W. off duty yet  
16<sup>th</sup> Mr W. off duty. Gaming with the Kulusoff  
went on shore at Oahaga again. Got a lot of Bee  
fruit. Mr W. on duty again.

17<sup>th</sup> Went on shore at Neukahiva. The ship Paul  
na of New Bedford was at anchor there with 1400  
barrels of sperm 26 mo's out. She had a lot of those  
whales on board when we were on board of her  
they stay on board night and day.

18<sup>th</sup> We are now on the Equator again, in company  
with the K. Saw a finback and the old hell-bounds  
damned some of the men to day.

20<sup>th</sup> Saw a sport. The boat steered at the main  
saw out 3 times the capt went up in the top  
most cross-bus. He asked the boat steerer how  
many times he saw it. He told him 4 or 5 times  
then when the hell did not you sing out? K. told  
him he did, so that was all of that. Pretty soon  
after he sung out to take some tools in that  
were lying in the lee fore chains Mr Ripner  
and Mackenzie sung out S. S. sir, as loud as  
was necessary to be heard all over the ship  
and Hincain started to do it. We hear there  
says the old rascal? S. S. sir says back. we answer  
you before sir then when the hell dont you open your  
mouths God damn me! Mr K. told him that he  
thought he and Mackenzie both sung out loud

Capt W. H. Warner!

enough to be heard all over the ship. The capt did not say any more at that time but he kept looking down on Deck as though he wanted a row with some one.

Pretty soon after he thought that he had hit it, so I ran he come fists doubled up and enquired who first started to take those tools in. Rincas told him that he did. Then when I went you as you me you Bugger. He told him that Mr Mansfield was for him. So the capt walks up to Mr R and told him to open his throat or he would break his jaw. I sung out as loud as I could said Mr R you lie God damn ye says the old man with his fists doubled, but if he had struck him he would have stove his head in for him, and he knew it. So after some more jaw he cleared out. **More NEWS** on board of the Sun

23<sup>d</sup> After dinner today a beach was sung out for from masthead which after keeping the ship off for  $\frac{1}{2}$  an hour proved to be a large school of cow and calf sperm whales lowered and after as hard a pull as we have had this voyage succeeded in fastening to one with Mr Stewarts Boat. Mr Ripner killed the whale got him alongside and the takers up by sunset. A man but him would have thought we had done enough for one day, but he thought no such a thing. So we attempted to we this but as there was but little wind she would not wear on account of the backwater the whales flukes made we waited and bothered an hour or so and then he told us to get supper. We got supper consisting of bread on water or what is burnt tea verri weak, so that it should not injure our digestion. I suppose.

# Ship Samuel Robertson

and then on this morn we went on Deck got the ship round after hauling in on the fluke chain until they were out of water, and then we hove him in by pass. The time was then divided from that time till 6 a.m. between the 3 rats watches so that we had two hours and ten minutes more each watch to work on deck cleaning the blubber, sending down tank &c. The next morning we went on Deck and worked till 7 when we were told to get our breakfast. So down we went to our bread and water - again not a smell of meat being in the fore-castle and coming not long before from asking him for meat he says he "you cant have any more meat and dont you come down again". So under these considerations the crew thought that they would deny duty and see what effect that would have. The calculation was to go on deck when called up and tell the capt that they had had nothing to eat but bread and water for two out of the 3 meals per day for the better part of the three last cruises and that if he did not give more meat we should not work. It was agreed to talk to him respectfully but firmly and if he went to using threats so as to endanger a mans life to confine him in the fore-castle and work the ship into port under the mate and leave the rest to God and the justice of the laws of our country. So we went on Deck when the mate sung out and stood round on the fore-castle. The capt told the mate to loose the flying jib. The mate sung out to loose the flying jib then no one went and some told him we wanted something to eat first. He said then or four times loose the fly jib but no body

Mutiny on board the Robertson <sup>WPA</sup>  
would go, so he told the capt. the crew had denied  
duty. Forward rushed the gentleman calling his  
officers along, to back him and going up to I. He told  
him to loose the ply-jib: I. told him no he had <sup>his</sup> ~~no~~  
as long as he could on anything to eat. He then attempt-  
ed to collar I. and told him to go aft, but I shook  
off his hold and told him he should not go aft to  
be cut to pieces by him. He then told Mr. Worth to  
take I. aft; but I would not go any more for Mr. W.  
than he would for the capt, so the capt. took up  
a handspike as we expected to knock I. down  
but I stood between them and jerked it out of the  
capt's hands, and now come what spoiled it all  
and made the crew give up when in the moment  
of success: C. had been grinding his mincing knife  
before breakfast and had got about half done when  
told to get breakfast so he took his knife and put  
it in the deck tub which was hauled forward on  
the fore-castle when we got the whale on-side.  
While they were talking in the fore-castle during  
breakfast about knocking off C. thought that  
he would go up and recover his knife as he said  
afterwards, so that the capt. should not get it.  
After the row had proceeded so far as described C.  
said he thought he would take the knife in his  
hand and see if it would not intimidate the officers  
from joining the capt. But when he saw the capt.  
take the handspike he lost all self possession and  
struck at the capt. with it, and had it not <sup>notably</sup> ~~fallen~~  
flew off of the handle it would have ended the  
capt's days at once. The capt. then jumped for the  
knife and got possession of it when C. threw him down  
and in the struggle which ensued the capt. got his hand  
badly cut and a considerable one under his arm.

William on board the Robertson <sup>was</sup>  
He also got his eyes well blacked and might  
have fared worse if he had not made such promis<sup>es</sup>  
as caused some of the crew to interfere between him  
and C who had him down and was pegging away  
at him the best he knew, for he had got the knife  
away from the capt and had thrown it overboard.  
The capt was singing out murder and begging C  
not to kill him promising to use us better in  
future and telling him he should have as much  
as we wanted to eat singing out at the same time  
to Mr W to give us more meat! But Mr W was so  
engaged with his own affairs that he heard not  
of what the capt was saying for when I took the  
handspike away from the capt Mr W took hold  
of him but he instantly got a clip in the side  
of the countenance from the fist of D which  
set him running aft bellowing murder like  
a regular coward. The rest of the officers did  
not interfere but rather wished to see the  
capt brought to a sense of his duty.  
But as soon as Mr W had cleared out and the  
capt was clear from C and the men came  
to consider that C had made an attempt  
on the life of the capt, which would make  
it appear at home as though they calculated  
to take the ship and kill the capt which wou<sup>ld</sup>  
be a serious job they thought it best to give up  
and go to their duty as the capt had said that  
if he did not hate to make two jobs of a thing he  
would get his pistols and put some of them on  
of the world and had a good deal more to say as  
though if the men would go to their duty he  
would consider it as ended.

Mutiny on board of the *Farr*.  
So the capt. blarneyed away & spelt and told what  
he had a mind to do and swore he would put  
a bullet through B's eye before the voyage was  
up, although the simple man was as much in  
their power then as when he lay under B and  
they were yet hesitating whether to seize him  
and make him fast in the fore-castle and carry  
him into port or not, and which they would  
certainly have done if it had not been for the  
unfortunate knife part of the scrape. But be  
that as it may B told the capt. he was sorry he took  
the knife and did not know what possessed him  
to do it. The capt. told B to go down in the cabin  
and he went. The flying-jib was loosed and hoisted  
and the men went aloft as usual. By and bye  
the mate sung out for B to come down from aloft  
he went and was sent into the cabin soon after.  
D was called down, and went into the cabin  
It seemed that the capt. was not quite so forgiving  
as he had preached up for he put them in  
irons as fast as he got them in the cabin.  
After he had got ~~all~~ those that he considered the  
ring-leaders secure he called all the rest down  
that were on the fore-castle at the time of the  
row and questioned them as to what part they  
had in the fray. B was found guilty and sent in  
the cabin with the addition of a kick in the  
stern. The rest were sent about their <sup>land</sup> business  
and we heard no more till near night when  
his majesty had them on deck one at a time  
seized them up in the Mizzen rigging and got  
out the cat (that he had made when Ward  
and Wright ran away but which he was disap-  
pointed in using) and bled the skin off of them

Just Cruise on the Equator  
backs until he was satisfied for that time.  
when he had their backs washed in pickle  
put them in irons again and sent them  
in the run all but B and I who he de-  
to their duty. But I may as well give you the  
a part of the manoeuvres beginning from the time  
that he had got to the first one in the cabin secure.  
After he had got to secure he (the capt) came  
on deck, and called S. D. S. M. R. and D. aft  
and calling his officers up he made them ack-  
nowledge what they had done and ask pardon  
for it. He then holding his cutlass over each  
mans head as he spoke. He then ordered them  
to their duty. He next called Byrnes aft and  
and said what did you have to do in this affair.  
B told him nothing. You lie y-d-d-m you! I know  
better! B told him he was a left at the time  
and consequently could not have been there.  
Capt R then told him to go to his duty.  
D & B who were the next put in irons were  
then called down and secured. He then came  
on deck cutlass in his hand and after  
strutting fore and aft on the quarter-deck  
a spell he came in the waist where the men  
were at work and said "you don't know me  
yet" you havent sailed long enough with  
me yet" &c. He had his face all bandaged up and  
looked more like an incarnate fiend than a  
human being, and trying to make out among  
them some more victims but he could not  
see any that he could recollect so he called to  
Mr W and asked him who it was that had  
hold of him. Mr W told him his face bandaged  
up and eyes half closed though he did not receive

Termination of the Fire Cruise  
but two blows and both of these were but slight  
one on the cheek bone and the other on the under  
jaw) mumbled out as follows (Nantucket  
way of talking) "Kipin Warner! there was  
morn a dozen of um!" I riz up with 3 on my  
shoulders and 4 or 5 more were on my back and  
when I throwed back my arm I see three heads on  
hats fall off I dont know which, but they hit  
me in the side, on my head, on my cheek on my  
jaw, and every where else, but I did not see any  
but I hit me and he hit me on the cheek, <sup>that</sup>  
his melt! Now Mr W's dozen consisted of 9 & 2 who  
were the only ones that troubled him at all. But  
Fear is a great magnifier.

The rest of them as they took no part in the  
fraz were not touch'd

Capt W remarked that he had a b-i good mind  
to seize every man up in the rigging and give  
them a good dressing, that belonged to the fow  
No 2 - I singular that no one can tell who str  
Mr G... When I was lashed up in the rigging and  
his back striped, he (Cap W) commenced by giv-  
ing him five blows as hard as he could swing the  
cats, not on his back, Oh, no! that was not tender  
enough! but he struck him in such a manner  
that the ends of the cat came round on to his  
ribs and belly having the effect of the snap of  
a whip and peeling of a piece of skin 2 or 3 inches  
long and causing the blood to settle under a  
place 4 or 5 inches longer! It was not the same  
as though there was but one of these places made  
at a blow but there were nine of them at each  
stroke of the cat!

# Journal of a Whaler by Wm. L. Allen

At the end of the first fire I could stand it no longer but cried out - Oh! have mercy: ye Capt - Wensworth Mercy! Mercy! G - D D - n you I'll learn you! he then struck him four more blows, and he crying all the time, Oh God have mercy on me! I wish that I had been dead before I came on board of this ship: Ye Capt W. then ordered all hands aft when we were all aft, Capt W said "Do you know what I am flogging that man for?" No one answered, so he answered himself I'm flogging that man for drawing a knife on me, and attempting my life: I never before took satisfaction in flogging a man, but I do now; it's a pleasure to me! But it is useless to describe - So I will knock off: they went to their duty after being sufficiently punished in his majesty's opinion for their ~~misconduct~~ ~~misconduct~~. We got our oil tried out and stowed down without further trouble and thus on Feb 27<sup>th</sup> Heavy rain and squally - too double reefed top-sails 29<sup>th</sup> Saw whales - Lower and Lar. Boat - 1 one. Mar 6<sup>th</sup> Saw whales Lower and Lar. Boat - got one 19<sup>th</sup> Breaking out water-casks & fitting for water. 20<sup>th</sup> made the Sandwich Islands. Spoke ship Copin Monday Mar 25<sup>th</sup> Came to anchor in the Harbor of Mowee. Got off our water: had 3 days liberty each watch, for the Brandall, deserted and left Mowee bound for Oahu to repair ship April 2<sup>d</sup>. April 3<sup>d</sup> Came to anchor outside the bar which defends the Harbor of Honolulu. 4<sup>th</sup> Weighed anchor and ran into the harbor and we are now laying for the first time this voyage alongside of a wharf.

Journal of a whaler by Wm A Allen  
Employed sending down sails, Mizzen topmast, top  
gallants mast &c preparatory to taking out  
our Mizzen Mast - All Rotten!

6<sup>th</sup> Rigging shears to take out our main-mast  
Rotten likewise!

7<sup>th</sup> We have got our main & mizen masts on  
shore and the old ship looks like a sloop.

Leaking 1500 strokes in 24 hours.

8<sup>th</sup> Breaking out fore peak to find the leak.

9<sup>th</sup> Game 10<sup>th</sup> J. Brandall brought down prisoner  
in a Mannaker Barge from Mowee and delivered  
to Capt. W. On duty.

12<sup>th</sup> Fitting rigging &c. We go on shore every <sup>day</sup> night  
and plenty to eat. Talk of going to the U.S. Consul  
to get our discharge. Shipping new mizen mast.

13<sup>th</sup> & 14<sup>th</sup> At work on rigging.

15<sup>th</sup> Employed shipping mainmast-repaired.  
Breaking out &c. 16<sup>th</sup> Game.

17<sup>th</sup> Breaking out Oil

18<sup>th</sup> J Brandall went to the U.S. Consul and  
got his discharge on the ground of being ship  
illegally. Gave it to Capt. W. who immedi-  
ately put him in irons, and then went up to  
the American Consul and swore that C-  
had attempted his life and got an order from  
the Consul to put him in the fort.

Afternoon. Constables came and took C. to the  
Fort. 19<sup>th</sup> 10 o'clock A.M. All hands except the

mates & sick men went to lay our complain-  
before the Consul and get redress or knock off  
duty and go into the fort. Capt W met us  
there and after we had stated our complaints  
he <sup>the Consul</sup> told us he could do nothing for us

Journal of a Whaler by Wm. Allen  
We told him we were very sorry for if he ~~did~~ not  
help us we were determined to help ourselves  
for as to going any longer in the ship we could  
not and would not. Then says Capt-<sup>W</sup> there is  
but one course to be pursued. Yes, says the Cons<sup>ul</sup>  
you must go in the ship or else I shall be obliged  
to put you on board by force! What! says one  
of the men, go 14 months more on the old <sup>age</sup> ~~rust~~  
No, Sir! We will go in the fort and then you  
may force us on board and let Capt-<sup>W</sup> receive  
us at his peril! This made the Capt look  
rather wild and seeing we were determined  
he said he would give us a pound and a <sup>quarter</sup> ~~qu~~  
of meat per day if that would satisfy us! One  
of the men told him he would not take his  
word for it! This was a stumpert Finally he  
got the Consul to guarantee it, and then  
asked us if <sup>we</sup> would take his word? We told him  
yes. Now says he my men go on board and  
do your duty as you ever have done! No sir!  
there is a little something to be said about  
the usage yet! Oh! says the Capt about that  
I have nothing to say. Well says the crew  
we don't go on board without you agree  
to use us well! This was a knucker for his  
proud spirit! But he agreed that if we  
would go out with him this cruise he  
would come in here again and if he had  
used any of us wrongfully he would discha<sup>rg</sup>  
the whole of us and pay us our dues! Moreover  
he agreed to give us a dollar a day for the  
work we done while laying here - one half here  
and the other at home!

Cont on 2 page from this

# Journal of a Voyage to the Pacific

Feb 25<sup>th</sup> 44

First part flogging mutineers, Employed boiling  
Lat, part finished boiling all the men out of  
irons and peace restored, promises made to eat  
Long 147.50 W  
Lat 26 00 S

Monday Feb 26<sup>th</sup> 44

Fine whole sail Breezes all the 24 hours from  
E-northerly - working to windward Tack & Tack  
Employed coopersing &c So ends this day  
Long 149.20 W  
Lat 27 17 S

Tuesday Feb 27<sup>th</sup> 44

First part fine whole sail Breezes working  
to windward Middle part blowing fresh - took  
in top gall's sails - Double Reef'd - Heavy rain  
and Squally - So ends this day Long 149, 00  
Wednesday Feb 28<sup>th</sup> 44, Lat 11 16

Fine whole sail Breezes all these 24 hours from  
E.S.E. steering on the wind - in search for  
Sperm Employed as usual - So ends this day  
Long 150, 02 W

Thursday Feb 29<sup>th</sup> 44

Lat 1.20 S  
Saw a body of whales Lar 2 war boat 1 whale

Wed Mar 6, 44

Lar Boat 1 whale

Tuesday Mar 19<sup>th</sup> 44 breaking out  
water casks

Wed Mar 20 44

Saw Mowee & Waker Spike

Friday Mar 22<sup>nd</sup> Spike ship Lopia Labor N B 16

was 200 Bbls Whale Employed Mended sails

Monday Mar 25<sup>th</sup> came to anchor in Mowee

# Journal of a Voyage to

There was a great deal more said on both sides than what I have written, but this is enough to show you how we succeeded. We went on board again and every thing goes quiet. The Capt gives us our money when we ask it and so we go.

22<sup>nd</sup> Coopersing & Stowing down. So occupied till May 5<sup>th</sup> Washing clothes

6<sup>th</sup> At Midnight 7 of our men Deserted

7<sup>th</sup> Bending sails 1 man Deserted

8<sup>th</sup> Left the wharf and anchored  $\frac{3}{4}$  of a mile from the shore.

9<sup>th</sup> Painting ship. Mending Tarp Works &c

This day the constables caught one of our men Jose Galasso, who came on board of us at Callao who when he found he could not escape and rather than come on board again drew his knife and cut open his belly and mangled his left arm horribly. so much so that Dr Brooke feared he should have to take his arm off by the shoulder. He will probably live, so much they like the beautiful capt

12<sup>th</sup> 10 day caught Miller & Steward. The latter was sold by a darkie who had stowed him away to the capt for \$16. Brought them on board, cast off from the wharf and anchored in the harbour. 13<sup>th</sup> Steward crazy. Last night it being rather warm I could not sleep and was cruising around the stowage when I heard the steward jump out of his berth and sing out, Now come out here you black son of a b—h, (as though some one was in his room) he tore every thing out of his

# The South Pacific Ocean

birth and then with all the strength of insanity he tore his birth to pieces all the time cursing (in Spanish French English and Portuguese either of which he can speak as well as his native tongue which is the latter) the black bugger that sold him: He then went into the cabin and got a cut-throat Dirk, went back again into his room and as it he went cutting and slashing at every thing that he touched. By this time we had all got on deck except 3 of the Officers who were in their state rooms and could not get out without attracting his notice Mr Worth humoring his fancy went to the gangway and making his voice tremble as if in earnest to catch the rascal sung out; Steward? sir. Come up here and drop every thing and I'll catch him! If I come away he will run away! No he won't! Drop every thing and come up here as hard as you can run and I'll catch the bugger! Up came the Steward as tight as he could spring with nothing in his hands and the minute he came out of the gangway Mr W clasped him in his arms and five or six more closing in after a sharp struggle they threw him and put him in irons. He was entirely exhausted so we had but little trouble in getting him on his bed which we made up in the cabin. He is a member of our Temperance society and when they came to him with some Laudanum in a glass he raised

# End of the First Volume

his mangled hand and says, I drink no rum!! In vain they tried to persuade him that it was not rum, but it was none his only answer was I drink no rum!! At last our 4<sup>th</sup> Mate - Mr Ripner who is a religious man came up to him and says in an impressive tone of voice Stew<sup>rd</sup> do you know me? Steward looked at him with a kind of doubtful gaze for a minute and then says Mr Ripner here! yes, says Mr R that is not rum I, it is medicine! He took it without a word! After he had drank it he smacked his lips as though he was trying to make out what it was and at last he says, - it tastes O - O sour!

14<sup>th</sup> As we could not get any more of our men and being 10 men short, he shipped that number of green Kanakas to make up his complement. 15<sup>th</sup> Steward has recovered his senses, though he is very sick. Weighed anchor and went to sea 17<sup>th</sup>. All hands, mending main sail. 18<sup>th</sup> Break<sup>ing</sup> out sail Room. sail: some damaged by mice. 22<sup>nd</sup> Painting main mast. 25<sup>th</sup> Squalls taking in sail..

June 14<sup>th</sup> Saw Clarke's Reef - plenty of birds round the ship. Saw Pinback. Squalls and rain - took in sail. Good Breeze steering to the westward with fair wind & plenty to eat. Duff - Sea pies pumpkin meat &c in abundance

Capt Warner is an altered man!!

<sup>The</sup>  
*Journal*  
of a Cruise on the  
Northwest Coast of America  
Right Whaling  
By W. A. Allen, Author of The Sperm Cruise  
of the  
Sarat Robertson.

In two volumes, Splendidly bound in calf, and gilt.

Is most Respectfully dedicated

By the Author to his

Brother

Mr Charles. H. Allen, Esq. of the Town  
of  
Westbrook  
State of Maine  
1844.

If "to stay at home" these yarns persuade,  
"My Brother", I am well repaid.

# Journal of a Whaler

Dear brother

Here we are again, on the ~~Bore~~  
Broad ocean bound on another cruise - another  
cruise! five months more of trials and hard-  
ship interspersed with here and there a bright  
gleam to brighten up the monotony of exis-  
tence like the rising of the sun in those  
beautiful climes, animating the face of the  
broad expanse and dressing out the eastern  
horizon in a thousand beautiful and ever  
varying colours. By the way, you never saw the  
sun rise at sea - away from that dirty mass  
called land - with its heavy dense its moist  
atmosphere and marshy exhalations! - then  
I can tell you, you have missed one of the <sup>and</sup> gr-  
est sights in nature! But enough of nature  
for the present, and now we will descend if you  
please to the baser concerns of animal life!  
In the first place then you will see by the title  
page Vol. 2. that we calculate to go right  
whaling, well - no, it's not well! for we don't  
go right whaling for here we are again on  
Japan, or rather, going on Japan for we are now  
in Lat. 30 Deg. North Long. 163 Deg. west. nearly,  
heading to the southward and westward under  
all sail! Rather a curious course! imagine to  
reach the northwest coast of America by!  
When we were in port the Officers got their  
dances lengthened and every thing in readiness  
for us and the capt. bought a lot of thick <sup>trousers</sup> cloth  
for the crew - Nor-west hats &c.. Well we left  
port and steered north. But or 3 days we began  
to think that we were doomed for cold weather

and cold water: well. Four Days out the capt-  
brings his thick clothes on Deck and says whoever  
wants them come well. Says I to myself, says  
I, steering north all this time, mind, you well  
says I, Old man, you are in a great hurry to  
get rid of your thick clothes. I guess I won't buy  
yet! I'll wait till I need them. well. They all  
buy what thick clothes they want and the next  
day, the capt comes up on Deck and looks over  
the weather rail awhile - (steering north mind  
you) and finally he stamps his foot and says  
S, C. Dirty man! Mr Worth! Square the yard  
and keep her west. That is very well, and I  
am all right now more thick clothes than I  
want and going where it is so hot that the  
very Mosquitoes have to turn out and go to  
masthead to cool themselves. Now you see Old  
boy - you had better keep your weather eye  
shined and mind your weather helm or these  
capt's will come on board of you for your  
cash like a bear sea in a gale of wind carry-  
ing away your bulworks and staring in your  
tarry top-lights! But

Journal of a Whaler by W.A. Allen.

June 5<sup>th</sup> Fine weather. Steering west.

Capd has altered wonderfully does not  
meddle with any of us but minds his own  
business and keeps his place Plenty to  
eat - ~~eat~~ <sup>in</sup> ~~every~~ other day 3 bbls of meat 14 days  
A sail in sight off the lee.

Spoke Ship "Young Hero" of Nantucket 25 mos out  
850 Sperm. Took a Whale two or three days before  
we saw her making 115 bbls.

5<sup>th</sup> Broke out aft in search of a leak which  
one of the men had heard. found it but  
could do nothing to it - so stowed down  
again. Ship leakt from 12 to 1800 strokes  
per diem. I shall have to break out and  
heave her down when we go in again!

Plenty to eat & no jaw now a days.

June 16<sup>th</sup> Sunday raised whales for the first  
time this season on Japan, Looeroo and Mr W got  
just but lost her in the irons & drew -  
Monday Tuesday & Wednesday were given us  
to mend our clothes! Something new under  
the sun. Steering North East. Plenty to eat  
and no jaw

June 25<sup>th</sup> Spoke Ship Hero of Nantucket 33 mos out  
400 bbls Sperm Oil. Afternoon Spoke Ship Ballena  
New Bedford 31 mos out 1500 bbls Sperm Oil.

Black fishing and so on now a days - no whales

7<sup>th</sup> of July

making Permit & so on.

Did not trouble the guns.

Broke out meat

825 & 25 bbls of Tobacco up for a whale  
Was at Ocean Island last week & got  
a boat load of wood

# Journal of a Whaler

July 8<sup>th</sup> 44

Spoke ship Herald of New Bedford 12 mos  
out 500 Sperm. 100 N. Whale. Gave her two casks  
of water in exchange for some wood. Had on deck  
150 bbls of oil that she had just taken

10<sup>th</sup> Spoke the H again and got some more wood  
Caught 10 dozen Peche as the Hannekers call  
fish. Tack in all sail night. but double reefed  
main top sail Fore & top-mast-stay sail and spanker  
Hard Luck so far but decent usage, and enough  
Dead. - Thank God for that

Bound to Westward in search for Sperm  
Begin to think about going home after this  
cruise is up. Ship leaks 1200 strokes in 24 hours  
Bad weather on the Northwest so they say who  
have been there. There are several Northwest-  
men to the westward of us who could not  
weather it and had to put out  
One ship got a large whale alongside and cut  
in his lip which made them 30 bbls and then  
had to let him go in a gale of wind. Probably  
a 300 bbl fellow

July 11<sup>th</sup> Spoke ship Metacom of N. Bedford 32 mos out 1800  
Sperm. Caught a whale last Saturday. Had seen 10  
times this cruise, and had seen them 7 successive  
days at one time while we have not seen the sp  
of a whale.

Journal of a Whaler by Wm Allen  
July 14<sup>th</sup> There the Blow! Raised whales in our watch  
at noon. Lowered and our boat fastened to a very  
large one. But hold on I am before my story so I may  
as well go back and take a fresh start. Therefore  
Be it known! That in consequence of the course  
of the course of treatment pursued this voyage by  
our biggest and wisest captain that so many  
of "my Men" as the saying is had absqueatulated  
that to carry on the ile business it was necessary  
to ship 10 more men, but as our Captains name  
has a better circulation about these times than  
the notes of many of our Banks he could not get  
men to ship with him, so he was obliged to  
take things a species of brute upon two legs made  
in a mould somewhat human but knowing  
less than any brute yet known, of whom Br Damon  
a minister at the islands speaks as follows—  
"the civilized and enlightened Sandwich Islanders"  
—I would say something upon Brother Damon  
and his bare and niggers but patience and time  
both call loudly to let them go to the D—L!!  
Well then as we have got 10 of those gentlemen  
we have two to each boat and now for the proce<sup>ding</sup>  
When we went alongside of the whale one of our  
gentlemen jumps overboard and takes his oar and  
paddle with him and put out. Now as we have  
had such hard luck you may believe that we share  
him pretty snug, for the oars on the side next the  
whale were aground on him and on the other side  
were the kamakers and boatsteerer and one of  
these was overboard and the other had fallen  
over backwards in the bottom of the boat so that  
we lay like a log by the side of the monster in  
the greatest danger.

Journal of a Whaler by Wm & Allen Esq  
He did not strike with his flukes however although  
every man in her but the Harpooners stood ready for  
a leap in the ocean on the least motion of his flukes  
preferring upon a pinch to trust ourselves to the <sup>his</sup> shark  
and the sea rather than to stand a sweep of his <sup>his</sup> flukes.  
But he worked out of our way without striking and  
then Mr L sung out to hold on line. I sung out  
nigger overboard! Black that line says he and then  
he turned round and began to bellow to the poor  
devil to bear a hand or he would leave him.  
However he gained the boat minus his oar and  
by this time Mr P. was fast, Mr W came up and  
fastened and Mr R came up to him to  
throw a lance into him. Every body was in a flurry  
Mr W got out his best lance and sung out pull ahea  
but the har-<sup>rs</sup> were good for nothing and none  
of the boats would work, this made all hands mad  
and then began a general cursing every body sweating  
the worst way tobacco juice flying about as heavy  
as a good shower. The 2<sup>d</sup> mate singing out to the  
third mate to get out of his way and the mate  
singing out to the whole bunch to get out of his  
way. Mr W threw his lance into the whale and  
could not get it out he got out another and in  
the flurry he threw it overboard and lost it.  
Mr P went up and took two regular rcls on him  
by hand but did not succeed in fetching blood.  
Mr R threw a lance into him but with the same  
success Mr P sung out "I tell you what it is boys  
I don't want to make any of you proud but by G-d  
if we fool round that fellow-much longer he will  
run away with all four boats!" so saying and taking  
his lance in hand he went up to the whale and killed  
himself set him spouting thin blood

Journal of Sub. Robertson. W. H. Warner Master  
"Up goes a signal at the fore" said one of the men  
who happened to be looking towards the ship  
"Whales ahead of the ship" roared the mate, cut your  
line and bend on a couple more vious and we  
will have it in to another fellow before night  
So away went the mate and Mr R after the  
other whals leaving us to finish our whale  
and tow him alongside. We hauled alongside  
of him and lanced him two or three times which  
sent the life blood out as thick as tar. We then  
thacked him and let him go on; it was a beauty-  
ful calm day the sea as smooth as the water  
of Back Cove and the whale was moving off to wind-  
ward just fast enough to send a little cool breeze  
in our faces rendering our situation peculiarly  
comfortable and refreshing as we glided along with  
our oars peaked and tazing back with our hats  
off and shirt collars open to catch the breeze after  
a long and weary some pull and the toil and  
excitement of the death-scene. He went on thus  
about a half an hour and then he began to grow  
restless and show the usual indications of going in  
his flurry. "Take your oars in your hands and stand  
by" said Mr A and that moment the whale  
turned round and came for the boat "pull ahead"  
sung out Mr A and we did pull, but it was no  
use, the whale turned faster than we could pull  
and then there was a chance that our aimed for us  
was to run to stern out of his way, this we did and  
almost by a miracle we made out to clear him  
though he pushed us so hard that when he went  
by us we were not more than six feet from him  
In five minutes more he was a dead whale

Ship Paul Robertson's Journal  
Saw two ships. Saw whales again this morning but  
they were going so quick for us, so we let them go.

30<sup>th</sup> Spoke ship Edward Cary of Nantucket 34 mos out  
1400 Sprng Barge Demon of Newport, R.I.

Aug. 1<sup>st</sup> Spoke ship Young Hero of Nant. 26 mos. out  
1100 Sprng.

Aug 4<sup>th</sup> Blowing as much as we could carry doub  
ruffed topsails to saw whales and lowered Larboard  
boat struck and the whale rounded and parted  
their line. Whales are very shy and it is almost  
impossible to get on to one. They are all going to leeward  
so we have no pulling to do. indeed it would be useless  
to try to pull in this breeze for the sea is running  
mountains high, and when we are a hundred yards  
from the ship we cannot see her royal truck one  
half of the time.

Aug. 5<sup>th</sup> Saw whales lowered and the Larboard boat  
fastened the whale rounded the line got foul  
and capsized the boat the boatster cut the line  
with his knife as she was going over or she would  
have gone under line and all. The crew got on the  
bottom of the boat and were taken off by Mr G.  
The boat righted took her alongside and hoisted her  
up. No success this day.

Aug 6<sup>th</sup> Saw whales. "Blowing like all water"  
Lowered and our boat got fast about 3. P.M. There  
was plenty of whales and the other boats had all  
the chances and had tried again and again to get  
on, with no success Mr W had just been alongside  
of one but the fellow saw him and went down  
"Take your oars" said Mr A and pull ahead I can  
get on I know! pretty soon the whales came up right  
ahead of us. Now is your chance boys said Mr A, pull

Journal of the, Saml Robertson  
So we pulled away about 15 minutes and then  
as we were almost near enough for them to  
hear us we hove up using our sail only. Mr  
A kept the boat directly after one of them  
so that he could not see us and smashed away  
at a rapid rate. I can tell you. Take your iron  
and stand by for him John Potter! Old John as  
he is called is rather afraid of a whale and as  
he jumped up and saw the whale he turned  
round and sung out to Mr A not to carry him  
on top of that whale! Hold your tongue John Potter  
and give it to that whale when I tell you!  
The next sea that came after us took the boat  
and swept her with inconceivable rapidity  
stern along side of the whale. Starn! starn!  
ease off that boat sheet! by G-d we shall be  
all stove to k-ll! sung out out John at the  
top of his voice. Give it to him John Potter!  
give it to him you bugger!! give it to him you  
black devil!!! and old J seeing that it was neck  
or no joint let fly his first iron and then his  
2<sup>d</sup> singing out all the time in his old fashioned  
way, Starn! starn! You aint fast John Potter said  
Mr A in a sort of half scream, for his excitement  
was now at the highest pitch and the whale  
was moving off without taking any line out  
of the boat. (The boatster has some spare line  
coiled in the bow or box of the boat which he  
throws over immediately after he has thrown  
his Irons, this is to prevent the whale when  
he first starts and when all is confusion from  
jerkng the line violently out of the boat there-  
by causing foul line - this is called box line and  
old J had a great deal of it this time)

William. H. Warner Master 1844

I be fast; say old J. Oh of C! says Mr A and he peaked  
his steering oar and sat down in the stern sheet  
looking as disconsolate as though he had lost all  
his friends. Just then whiz - went some of the line  
out of the boat: By G - I you are fast - swung out Mr  
A and he sprang up so quick that he like to have  
jumped clear overboard. Hurrah! says he, we are all  
right now. Hold on all the time he is coming up  
now. The whale came up and started dead to wind  
ward going like seven bells and the old boat jump<sup>ing</sup>  
into the heavy seas as if each time she would start  
her bottom out and the water flying over us so  
that we could not catch our breath once in  
five minutes. as for seeing that was out of the  
question. Luckily for us he did not run to wind  
ward but a few minutes and then he turned  
and ran to leeward, this was what we wanted  
and as soon as we could scoop the water out  
of our eyes we hauled up and Mr A gave him  
a lance, and then the whale sounded, we held  
on line but it was no use it was so rough  
that if we had held on much he would have  
drawn the boat under. So away went Mr A  
with 1800 feet of line fast to him leaving us  
an empty boat wet shins and other comforts  
inseparable from whaling.

The next time he came up he was to leeward  
of the ship we went after him but he was  
not to be fooled again so after pulling till  
sunset after other whales we came on board  
and got our dinner alias supper and

So Ends this Day

I forgot to mention  
that Mr J got fast  
to one slightly but  
don't lost him

# Ship Saml Robertson's Journal

Aug 9<sup>th</sup> 1844

Spoke the Elizabeth Starbuck 86 mos out  
650 spm. Blowing a gale - hove too under close reef  
Main topsail.

9<sup>th</sup> Sent down the fore & Mizzen top gallant masts &  
yards. Blows the same as yesterday. Set the jib and  
split it - set the foresail and split it - split the  
close reef fore topsail

10<sup>th</sup> Pleasant. Mending the jib and cutting up  
the fore & Mizzen top gallant sails. Both worn out

11<sup>th</sup> Sent up masts and yards again, and new sails

12<sup>th</sup> Bent foresail and fore topsail and bent  
others

13<sup>th</sup> Ripping up old fore topsail

14 Mending Main topsail

15<sup>th</sup> - - - - -

16 - - - - -

17<sup>th</sup> - - - - - Spoke Ship George of New Ber

12 mos out 450 spm 150 Right whale

18<sup>th</sup> Mending Main top gallant sail

19 - - - - - and Miz. top  
sail

20 - - - - -

21 Mending sails - sent down spanker and cut  
it up, bent a new one

22 Mending mainsail

23<sup>rd</sup> Finished mending mainsail and bent it

24 Rainy weather - caught six lbs of rain-water to drink  
as we are getting short of water

25<sup>th</sup> Picked up a piece of a wreck made of cedar part  
of a Chinese junk. Scant of wood too!

# William H. Warner Master 1844

- Sep 4<sup>th</sup> Two of our Kanakas got into a muss today and King William had a chance to exercise himself at flogging with his cat. Poor Tim was tucked up in the main rigging and his back peeled to the bone of 18 lashes on the bare skin! May God reward him!
- Sep 5<sup>th</sup> Filled 5 casks of water (salt) to trim ship, hard at it to come round Cape Horn for land!
- Sep 6<sup>th</sup> Commenced standing half watches, bound into port. He could not let us stand watch and watch, the old rascal!
- Sep 8<sup>th</sup> Fair wind from the westward and we have once more got studding sails set "how & aloft".
- Sep 10<sup>th</sup> Spoke ship Rodman of New Bedford
- 11<sup>th</sup> " " Barclay of Nantucket - 11 mo out 200 spm. Employed fitting studding sail from both sides.
- Sep 12<sup>th</sup> Unbent Fore Top sail and all hands employed mending it. In company with ship B.
- Sep 17<sup>th</sup> Employed filling salt-water casks, because he is mad or possessed with the devil!  
Spoke ship Augusta of Nantucket, N.B. 28 mo out 1500 spm.
- Sep 18<sup>th</sup> Man Overboard - Ship going 7 knots with every thing out - fell off of or rather the lower studding sail boom gave way and let him overboard, he was a good swimmer or he would have been lost, another victim to carelessness! After some delay he was picked up by one of our boats, if he had been in the night death would have been portion. Let the water run overboard to dry he made us draw 3 days longer.
- Sep 19<sup>th</sup> Got up the chains (another rig?) and stowed them aft each side of the binnacle! Bon work well rewarded by rain!

Journal of a Whaler. By W. A. Allen  
21<sup>st</sup> Fitting Royal Yards  
I am Employed till this time in fitting Royal  
Yards and making running rigging  
26<sup>th</sup>

RICHARD, is, himself

Again!!!

September 26<sup>th</sup>, Eighteen Hundred Forty Four

This is to certify  
That on the morning of the day aforesaid one  
of the miserably worthless Kanakas in the  
Starboard Watch, told my "chum" John Middle-  
wood as good a man as ever trod a ship's deck  
that he lied

Journal of a Whaler By W. A. Allen

Journal By W. A. Allin  
The Stormy Pacific.

A thousand miles from land are we  
floating about on the roaring sea;  
From billow to bounding billow we sail,  
The fleecy snow on the stormy blast;  
The sails are scattered abroad like weeds,  
The strong masts shake like quivering reeds,  
The mighty cables, and iron chains,  
The hull which all earthly strength can sustain,  
They crack with hearts like stone,  
Their natural hard proud strength is gone!

By  
Wm. T. Robert Allen  
Compound Comp

Robert Allen  
Robert J. Allen

Compound

999

9999

guarantee Receipt

6  
726  
99  
8476  
2712  
706405

Editha Crouta

Compound

[illegible]

# Journal By W A Allen 1844

Oct 4<sup>th</sup> Dull times there! Nothing in sight, nothing to do but wait for our selves at anchor. No news from home and but a small said. No Water! No Water! was you ever in want of anything? No! you never knew what want was. Imagine yourself for a moment 1800 miles from land in a dead calm and but little water on hand. Don't it make you dry? well we are short of water and no likelihood of getting - but "no creaking" says one "D - n your bloody eyes" says another "you ought to be here to the sharks, you are enough to bring bad luck anywhere for blood and heart" Last hearing shipmate, "If you in stays and try her on 'tatter talk, do leave us & say no more about it." Spoke ship Alexander Barclay of Montserrat - 32 ms out - 4400 bbls of whale oil! There, says one, look at that, 32 ms out and a full ship come home; you'll say 'tis light if that ain't enough to make a minister curse with a back load of bibles! but it's just our bloody luck, we haven't done nothing & I'm buggin' if we shall do anything. Nothing said about creaking. Shipmate is! Oh go to buggery with your old yarns! so that is my satisfaction. Speaking about dull times - I can't say but "Times are better now than they use to was", our noble captain, seems to have turned over a new leaf in his chapter of behavior, and we get along a deal better than we ever did before, though at times the sheep's clothing drops off and shows the animal in all his fierce rabiousness. But then remember that the old son said, "what is born in the bone is hard to drive out of the flesh. Even himself thinks that there never was such a perfect pattern of goodness, smartness, honesty and bravery as is set forth in his own admirable person; Oh could we see ourselves as - but as plague on all quotations, it's like borrowing a neighbor's paper, or like his majesty's <sup>with</sup> a book that another of his 'caste' had lent him, now it happens appears that there was an cut of a lady with two beautiful children playing about her knee; below it was written or printed

"Ship's Robert" and the owner of the book also  
 with a sentiment for a supper had written it again  
 with a pencil under the pen-name but unfortunately had put  
 a couple of the words wrong; whereupon our learned cap-  
 seized with a virtuous indignation at seeing the English  
 language so abused had taken his pen and under all  
 had written "Before searching too closely for happiness  
 is that which the world implies the author had better  
 consult his spelling book" quite likely to be another  
 quotation he had forgotten the "mold in his own eye"  
 for unluckily he had spelled a couple wrong himself.  
 But say you, apply your quotation to yourself, look at  
 home: in answer I have an excuse which all reasonable  
 men will give in to - the badness of my pen.  
 We have plenty to eat now and although at times when  
 we eat more in a month than agrees with his ideas  
 of modesty he flinches and winces like a "struck" whale  
 and he does not say anything so quite like the next  
 month we eat a considerable less than what he is  
 willing to allow which proposes "Gideon's balm"  
 to all his notions of economy. But the Lord help him!  
 I believe he would be crazy if we were to hire 1000  
 bbls of meat per month as they do on the Northwest instead  
 of a few his company! Such a catastrophe may  
 be averted: but hold! a row! let us creep aft and play  
 the eavesdropper! Capt has come on deck and found the men  
 cleaning the brass-work on the Capstan and Cabin Gangway  
 Oh dear! piety outraged! cleaning brass-work on Sunday! Oh  
 Gideon North! didst not know that thou wast guilty of  
 a most damnable transgression? didst not know that I  
 do not allow any unnecessary work on Sunday? Poor  
 Gideon, the first mate! "how art thou fallen" to receive a  
 regular cursing before all hands! But what does Gideon say?

Ship. Saml Robertson

why, you never told me not to do it, sir! (in a most-doleful tone)  
Nor I never told you not to cut away the mainmast? Did I? (caustically)  
Oh no sir, but— no business about it, you do as I tell you  
to! I. I. sir. A poor Malay goes off "with a gleam in his ear". Poor fellow  
the master has been rather more familiar of late to the  
than is common, and thou must needs show the puppy in  
thy disposition by fawning and cringing like any dog. But  
at last so much fawning grows tedious and master sings  
out get-down! dog. But some dogs have bad masters & of this  
class is our (dear) mate. But says one, "I don't see as there  
is anything bad about the master, here. I allow it, but the  
same night he sings out to the mate to "send up the royal-  
yards," a more useless, foolish, and unnecessary piece of work  
than cleaning the cupstan, but as I said before, he has for-  
gotten the "mystery".

Oct. 4<sup>th</sup> 1844.  
Mr Charles W. Allen. Westbrook Maine.  
From his Brother W. A. Allen. Saml Robertson

### Sandwich Islands.

Are in sight today (Oct. 4<sup>th</sup>) and we are bound in to get some  
more Sweet Potatoes, Pumpkins &c and a chance to "do our  
business" as a chap once belonging to the "Metacomb". By the way  
a yellow fever near some curious farms and fall in with  
curious men which will illustrate the truth of the  
proverb, that "it takes all kinds of men to make a world"  
for instance, here is our beloved capt who is not worth a  
cent in the world more than what is in the ship and he  
must wear his "Broadway Lights" as the sailors call his pants  
and can't condescend to speak to a black man face civilly for fear  
of compromising his Dignity. Yet we spoke a ship, the Great  
Trade Capt. Peterson who is worth 100,000 Dollars in cold cash, and  
he came on board here in a pair of old duck trousers,  
patched by himself, a striped shirt, and an old hat with  
the crown done in so thick he had used it for a dead!

Yet he came on board and his boat's crew crowding after  
 him, and he good naturedly remarked that there was an  
 advantage in having a large ship, and that was that  
 the crew could not get on board before he did. If it had  
 happened that we had done such a thing, we should  
 have been driven back into the boat and got a good beating  
 when we got on board our own ship. Yet it was not  
 a wisely disposition that prompted him to come to  
 sea or to go dressed in the way that he did. The first  
 was caused by a disposition to keep moving & he found  
 it difficult to settle down quietly at home where it  
 was so tame and so little to excite a mind that has  
 been used to excitement for so many years. Besides—  
 he said that when he first got home off of a voyage he  
 always made up his mind not to go to sea any more, so  
 he would take his seat in the chimney corner and smoke  
 his pipe, but after this return yet to be an old story in the  
 house, the women began to shove him from one corner to  
 another, & he could not stand it, so he was obliged to come  
 away. Capt. Taber of the Good Return, another Sandy Shipp  
 though a good man used to brag that he was the smartest  
 toughest and best man on board his ship. Well, by & bye  
 they fell in with whales & it was "There she blows"  
 from morning till night (Right Whaling) and as  
 he had first rate whalmen his ship was soon what  
 whalmen call "Plubber Logged" that is, her blubber  
 room was full, 400 bbls of oil on deck in the cask, a  
 whale alongside and trying out & stowing down oil  
 at the same time & whales all round the ship & all  
 hands singing out "There she blows! There she blows!"  
 only look at them whales &c. Now he had so much work  
 on hand that he was half crazy already and when the  
 men began to sing out "There she blows!" he looks up

and sings out "Stop that damned hollering" There she—  
Damn your mells stop that noise! Oh look at them whales  
says one! Go to the devil! the whole of you says the capt  
would you have me lower after more whales says he  
Yes says one S. J. Sir. says half a dozen others. Well says  
the old man to the mate you may lower away your boat  
and fasten to one if you have a mind: and away goes the  
capt down below. Mate goes down and pretty soon the man  
at the mast head sings out, "There is a whale spouting blood"  
Blood! There is another! There is another! Up comes the  
Capt and sings out to clear away two more boats and go  
down and save them whales, wondering what in the devil  
possessed the mate to kill 3 of them whales; and got so mad  
that he swore he would have them all in that night  
and he guessed that would cure them of wanting to whale  
it so badly. They saved two of the whales and got them  
alongside. The capt commenced cutting in; when  
he had cut in two, and got the throat & lips of the one  
on board the capt announced his determination not  
to cut in his body that night. "Well" says one gruff  
old fellow, if <sup>he</sup> can't cut him in we can, that's  
all! I'm damned if I want to make a morning job  
of it says another and so it went round. The mate  
heard what was going on and went and told the color  
G. D. in their mells says he then will, will they?  
Steward, fetch up that last jug of Mountain Dew  
and carry it to the windlass! So the jug was brought  
and they took "drink about" till it was all gone and  
when the war they tore the blubber off was a caution.  
Singed out that night getting 24 hours sleep for 24 hours  
and the next morning it was "There she blows!" as  
loud as ever. The poor capt was completely done up  
and he soon if they did not stop their noise he would  
break their damned heads! There she blows! Spouting

Journal of Ship Saml Robertson  
Wednesday Oct. 16<sup>th</sup> 1844. Here we are again with  
our "Anchhook" down and sails pulled lying in the  
centre of a fleet of upwards of 40 ships just in &  
an st of them Right Whalers from the Nor West. Well  
what luck Right Whaling? Full ships! 2000, 3000  
& 4000 barrels since we were in here last, and some  
sperm whalers who have done but scurvily in  
their new business. A considerable number of  
men were killed & lost this season though not so  
many as the season before. The Bowditch Capt Goule  
that you may recollect of my mentioning when we  
were in Oklaite as being full & bound home is out here  
again and has been on the Nor West under the command  
of Capt. Goules, Brother who was 2<sup>d</sup> mate of her last  
voyage, and the first whale he went up to the  
boat was stove or capsized by him and they got  
on the bottom of the boat till they could be taken  
off. but before assistance arrived the capt & two of  
the crew perished with the cold and lost their  
heads of the boat and were never seen more.  
She did not get any, or but very little oil after  
this & is now lying here waiting for a captain  
Capt Goule, the former capt is now here in the large  
and most splendid whale ship in the ocean with  
3600 barrels that he has taken this season and  
if he had not been compelled to come in by  
sickness he would have taken 4400. The carrier  
7000 barrels and mans 6 boats. He has his wife  
with him and she is the iol of the whole crew  
for he is as ugly as our own capt and when he  
gets cursing & flogging the men she interposes and  
does all she can to alleviate their situation

Journal of Saml Robertson  
The Hydaspe is just towing in to the anchorage with the  
boats from the rest of the ships and she has her signal  
help mat: a well known sign of distress: Have you been  
on board? Yes what is the matter? They have got the crew  
6 men dead and all the rest down but the cap't and  
2 men: There is Whaling for You.

Oct. 19<sup>th</sup> just returned on board having been on shore at Lib-  
erty. There is a poor fellow up to the ribs who has been struck  
by the flukes of a whale in his side and is not expected  
to live. He is a Portuguese belonging to the Western Islands  
and has been to sea 11 years in American Whalers and  
now that he is dying, because he is not an American  
the consul will not take care of him, but is left to  
die like a dog were it not for the kindness of old Steve  
as he is called a poor Kannaker who keeps an eating  
house here and who tends the poor fellow as well as he  
can. There is Justice and Humanity! Send out mis-  
sionaries to civilize and convert the heathen! Had not  
the heathen better send missionaries to humanize the  
Americans!! The poor fellow is dead! and now Steve  
in conjunction with a few Portuguese who happen  
to be here in American Whalers have got to go to the  
expense of buying his coffin which costs \$25 here  
besides the other funeral expenses in order that he  
may receive burial!! I could write pages of such  
scenes that may be found at the U. S. Hospital. of the  
humanity of some of our whaling cap'ts to their own  
countryman but it is useless!! I cannot help it!  
Oct. 24<sup>th</sup> Our Kannakers to the number of 6 made  
a trial of their aquatic skill to-night by swimming  
on shore more than a mile for the purpose of escaping  
but it seems that there was divisions in their council  
for some of them were for going to their governor and some

# Journal of a Whaleman by [unclear]

for an instant clasp into the mountains so each went his own way and four of them as soon as it was daylight went to see the capt of the fort, who instantly "hanna par'd" them as they call it and put them in fort and when the capt went on shore in the morning he delivered them up on the capt's paying him six dollars a head, which was so much clear gain! The capt<sup>l</sup> send them on board in the boat & they are now in irons down below! The others who took to the mountains & their own heels for justice have not been heard from & will escape. The remainder of our hannahs who did not run away were much astonished apparently to find all their companions but I rather think all their astonishment did not amount to much but that they were "weary'd with much watching" and fell asleep: for this morning Oct 25<sup>th</sup> they are all gone: good luck to them.

Oct 27<sup>th</sup> the capt<sup>n</sup> is afraid that some of us mean to give him leg bail I believe for he has got a loaded gun on deck to shoot deserters & bright and early this morning he had us up and weigh the anchor and stand out to the distance of 3 miles from shore so that no one can swim: he needn't be skeered!

Oct 29<sup>th</sup> Received on board 6 more of those beautiful green natives to learn the duty of seaman and the "rudiments" of the language called english at the same time. Weigh'd anchor and stur'd for Oahu in company with the Milo. Our capt has gone on board of the M so that he can go on shore in her boat as he is afraid to trust us there again. But as I said before, he needn't be skeered.

Nov 9<sup>th</sup> We have had nothing of importance occur since we left the islands but wet weather and "making & taking" sail necessary on making a passage

# Time Transactions

through the N.E. trades. We are now south of the line and bound for some of the islands to the southward to get wood. Our capt'n only bought 100 small sticks in move to last till he could get where it was cheaper & consequently we are out & are reduced to one meal per diem! We did calculate to fetch the "Margueas" & get some wood & Pumpkins but thank Providence the wind has been so contrary that we are now 600 miles dead to leeward! Looked for Blackfish without success.

Nov 14<sup>th</sup> Spoke Ship Wm Penn. of Falmouth 36 mos out 1400 Bound home.

Nov 29<sup>th</sup> Saw Prince of Wales Island. uninhabited but a very pretty looking island. Landed a boat and capt- went on shore but owing to the surf on the beach did not land. came on board and kept on bound for the Society Islands.

Nov 30<sup>th</sup> Saw the Island of . . . Ran down and went on shore with a boat and got a few Cocoa Nuts and came on board & kept on for the Island of Eimeo.

Dec 2<sup>d</sup> Came to anchor in the Harbour of Eimeo at one o'clock P.M. After we got our sails furled we commenced Trafficking with the natives for fruit & blabite fashion, and we soon had as much as we could manage of it. We then went on shore for our wood and got of six boat loads in all. We had one boat crew watch on shore at Liberty at a time and some Tobacco for trade. This answers for money and was worth 25 cts per lb. Some of the boys got drunk and had what they called a glorious spree. While the rest of the looked on the sadain on the poor drunken pots and get were guilty of as great sins as they. We lay in here four days and had a day's liberty each. We also laid in a store of Lime Juice for to make "Whit'nel" with in the "Nor West" next season. Though any body would think that now was the

time by the way they use it. There are no French on this  
Island as yet for they have got their hands full to keep their  
is. They had a fight not long since & report says that 3 or  
4 hundred French were killed and 70 or 80 natives  
Dec. 5<sup>th</sup> Weighed Anchor, bound for the Equator

Dec. 12. Fair Weather. lowered and Laid out Boat. Mended and  
sailed our Mackerel 20 bls

Employed repairing boats and so on. From 16 to 25 Dollars  
offered for a Whale

Thursday Jan. 9<sup>th</sup> Raised the Marquesas Island and ran down  
to Oahu for more wood Got our wood and that was about  
all. for we could get no Pumpkins &c. and as for Hops it was  
no use talking, for there had been a ship there that had got  
them a Keg of Powder for a couple of Pigs and now we cannot  
get them any cheaper. Got some cocoa nuts.

11<sup>th</sup> Ran down to Muckatua. & capt & boat crew went on  
shore in company with Ship Washington of Nantucket  
12<sup>th</sup> was out 300 Sperrin At 6 P.M. capt came on board and  
began powder

— Monday Jan 20<sup>th</sup> 1845. —

History of Events from Jan. 20 to May 14<sup>th</sup>  
As I neglected writing in all this time and have  
forgotten things in their order I shall set them down  
as they occur to my mind. We had for the whole of  
last cruise decent times & it. the old man cursed  
himself as much as he did anyone else. Nearly all  
we had sufficient to eat though it was poor the  
most of it. We got in all seven whales and they made  
us about 130 bls. We lost by one of the whales  
Charles H. Richmond a Boatswain which  
was thrown a damp over all our proceedings. Poor  
fellow he was a man that I believe was well liked  
by every one in the ship. A good sailor and a  
heartily fine fellow. We started leaking and it  
soon increased to 2000 strokes we then made sail  
for the islands and without any unusual occur-  
rence made them. (I forgot to mention that the  
2<sup>d</sup> day after the death of Richmond we lost a Ma-  
maker who fell from the M. & G. Jaws while  
engaged in furling the sail.) We ran down to the  
Roadstead of L'Anse-au-Loup of Mowee and  
Capt. & Boat's crew went on shore - came  
on board and ran down to the Harbour of Han-  
-chee where we arrived the next morning  
and was so fortunate as to have good wind  
for running in. where we came to anchor  
with our Stern fast on shore, with the  
Wreck of the Liverpool Packet by our side  
which you may remember as having been  
spoken of by us. She was full bound home  
off of the North West and ran on shore on  
a Vahia Reef at a fine clear moonlight night.  
It is supposed here on purpose.

1844  
~~Chart of the Voyage of the~~  
~~From New Bedford Mass. U. S. A. To the~~  
~~Spanish Whales by Wm A Allen~~  
~~Cruise on No West~~

at the Hull of the Central American Barken  
that you may remember as having been  
spoken of that sat a stern of us in this place  
when we were here before is here also. She went  
out driving for the Spanish Main and leaked  
so badly that she nearly sank under them  
before they could get her back. After we  
had got her alongside of the wharf they pulled a  
dunnage over her and decided to haul her out and  
a trip off her sheathing and caulk her all over  
and new copper her bottom and let her go on  
to the Capt called us aft and told us that  
he wanted us to haul out as soon as possible  
and he would give us as much as was custom-  
ary which was 10 cts per day. We told him  
that the ship that was lying ahead of us  
was giving more and we wanted as much  
as they got which was 75 cts. He winced a  
little at this but he said that he would see  
the capt of the W. I. and if it was so he would  
give it to us. So at it we went and in six days  
we had every cask out of her. While we were  
getting up the keels to haul her down she  
fell over herself and then there was a fine  
mess. The water run into her so fast that  
the capt had to hire 20 hammers to bale  
her with buckets at all these hatchways  
night and day till they could get her on her  
pins. I was sick about this time and went  
on shore to work in a tin shop at 1.75 per  
day and boarded I worked here about 3 weeks

~~Voyage Saml Robertson~~

~~North and South Pacific Ocean in search of~~  
~~Author of a Journal of the voyage of said ship~~

Cruise on Nov. 1st by Mr A Allen  
and then the Capt came for me to go to work  
on the ship. I went, but it was like drawing  
teeth very reluctantly. I applied to the cap  
to give me my discharge here making him  
every offer that I could. But he would not  
hear to it. The people on shore advised me  
to take to my heels any how and leave her  
saying that to go any longer in such a ship  
as that with such ~~poor~~ usage as we  
received was folly. and I so far gave in as  
to provide ways of escape, but after all here  
I am without making the attempt and  
doubtless it is so ordered by Providence and  
is all for the best. We went where we like  
evenings and sundays and thought some of  
men got drunk. and some have got the Pox  
and some have got off without any outward  
punishment and some carried themselves as  
followers of their Lord & Saviour yet we  
are all here (but two black men who came  
from home with us. The Steward and a hand  
named Miller) and mostly <sup>all</sup> in good health.  
~~Some~~ of the men that we shipped are sick and  
2 of our own men. We went outside and the Capt  
went off with us he then went on shore in the little  
boat. We have passed and stood to the Harbor  
sharp on the same till 12 P.M. but then backed  
again and ran for the Islands where we arrived  
the next day. The boat went on shore and returned  
with 4 new hands and no capt! The ships

came off and then it was announced by the mate  
that our beloved ship was not going in the ship  
on account of it being too late. Hurrah! Hurrah.  
Good Night!! Good Night!!

Hilanda and off she goes.  
Off she goes with a whole lot of sails  
Hilanda and off she goes —

# Journal of a Voyage on the Nor. West.

Friday May 14<sup>th</sup> 45

It has been a long time now since I have done any writing for you but as coming events cast their shadows before I have been induced to go on with my yarn. I have taken but a slight notice as you will perceive of the last part of last cruise and I had partly given over the notion of writing any more, but as I am writing well and good, (about the 4<sup>th</sup> of April) we arrived off the island of Moore taking 2000 strokes in 24 hours and increasing. Capt & Boats crew went on shore and returning squared in and ran down to Oahu when we arrived early in the morning. Set the colours for a pilot and being favoured with a fair wind took him and ran in abastive of the wharf and here we are once more (or was) with our sails off of the yards getting ready to heave down again. We are allowed 75 cts per diem for our labours and so we go. I was too sick after we got our oil out and went on shore as the old ship fell over and I could not live in her. Went to work in a tin plate shop on shore where I got good wages. Was tempted to run away. Went so far as to look out 3 ways of escape and then conclude to go in the old ship and take it as it come. I could tell you of a good many scenes and scrapes that I have seen but I will not it only times in to write over the rascality of some people. One instance and I am done. The Gov. Group came in with her capt sick and thus brought him on shore. The crew did not want to go to sea with the mate and who was a Portugese and would not weigh their anchor. Mr Hooper the Am. Consul went off with a boat load of crews to fly them till they would go, but a man in the rigging

## Cruise on the Nor' West.

and flogged him till they consented to go! They Capt died and then Mr Consul (who had taken no notice of him but left him in a native hut incapable of taking care of himself with no one to take care of him but a resident by the name of Mr'ger who had him taken care of out of compassion and calculated to take his effects into his store and sell them for the benefit of the family of the deceased without charging any thing for his own trouble) uses his power to seize upon them and sell them at auction thereby sacrificing them for more than  $\frac{1}{3}$  less than what they were worth and if you could find out the root of the matter the representatives of America had the benefit of the proceedings. He would not let the ship wait to pay the last office to their Capt but sent her to sea the same day.

On this day we lost our mowing adrift and came outside. Wednesday we sent a boat on shore and she came off with the joyful news that our noble Capt's health was so poor that he should not go on the ship but should give her in charge of the Mate till the season was up so here we go with good officers and a good crew of white men for all our Kanakas and darkies run away but the old Cook and he has shipped white men in their places all but 2 Kanakas to do the deck work. Pleasant weather so far and the old ship sails like a bird on her new copper.

# Cruise on the Porpoise

Tuesday May 20 Nothing unusual so far except that all is quiet. We miss the old man jelling around the decks very much. Have not yet among the Right Whales yet. It seems as though we were bound not to have a tight ship for some time. Sorry to state that she leaks about 200 lbs in 24 hours now.

Thursday 22<sup>nd</sup> A small specimen of Norwest weather today in the shape of Rain and strong wind. Set in the Main sail & Double Reef the Top sails. Took in the Starboard Run Boat and put her on head on the Skins. Trying to make the main hatch, monkey jacks, thick ports and room are comfortable.

Saturday May 24<sup>th</sup> Strong breeze & cool weather these 24 hours. Lower & Reef Top sails.

Wednesday 28<sup>th</sup> The wind has chopped round again to the South & East and the weather feels better. Soon be among Whales Saw Large Flock of Birds. Saw a Sail. Main. Fore-top-mast Steady Sail Set. Steering North. Moderate Breeze. All hands.

Thursday May 29<sup>th</sup> All these 24 hours Rain and strong fresh breeze steering S & N. N. E. Wind S. West. Saw a Sail. Saw Fin Backs.

Continues foggy & rainy.

Sunday June 1<sup>st</sup> - hope ship arrived at San Francisco.

Reports that they have heard of but one whale taken here this season! Continues to be bad weather yet fog & rains and half a gale of wind about all the time. It is fortunate for us that the old man is not here, for we should have been used up by this time. Providence takes care of its unworthy creatures.

# Cruise on the *Top West*

At night it came on foggy and stormy <sup>By William &</sup> ~~strong~~ breezes. Took in all sail but - close reefed main & fore sail & fore sail. A Boatswain and one hand on deck at a time through the night. At 4 o'clock A.M. Monday ~~took~~ called out the whole watch and took in the fore sail. Blowing heavy. Pretty cool and makes a fellows fingers ache. The sun sets about 9 and rises about little before 6 as near as I can judge. When it is clear weather it is not dark at all but it is twilight in the east before it is dark in the west. We go to mast head at 8 or a little past in the morning and come down at 5 or half past at night. Lat. about 4 deg North.

This weather gives us a good appetite and we are in good health generally. So that we ought to be thankful to the Father of Mercies for the many benefits we receive. His guiding hand has kept us till this hour through dangers seen and unseen and preserved us in health and strength and yet how ungrateful are we for all these favors and how cold and obstinate are our hard hearts towards him! We have meetings every Thursday & Sabbath evening for the purpose of imploring Divine assistance that our own hearts and those of our shipmates may be turned to their Maker. There seems to be an interest awakening among the crew and last night we had eleven in all. May we all be strengthened and quickened and may souls be saved and we often bow down to the Giver of all good gifts in behalf of our Parents and Brothers and relations and friends.

# Journal of a Right Whaleman.

Men of Portland

1843. Thursday June 18<sup>th</sup>. Bad weather this day. Doubt if  
... Sails. Saw two Right Whales off our weather beam.  
Did not lower. Raining.

18<sup>th</sup> Spoke Barque Mary Graham of New Bedford 35 m.  
out 2250 Right & Sperm. Saw a Right Whale - brown  
in company with B. B. without success. Light wind  
and clear fine weather. Afternoon Whales in  
sight. Did not lower as they were going fast.  
Plenty to eat - quietness & peace and many comforts for  
which we are not sufficiently thankful.

Friday June 20<sup>th</sup> Chasing whales - monsters in sea.  
Have lowered 12 times in all. No success.

June 23<sup>rd</sup> Spoke Ship South America, with two  
alongside that would make them 500 bbls they  
have taken 1400 this season foggy. A Right Whale  
broke water close to the stern of the ship, lower  
but he cleared out and left us. 24<sup>th</sup> Raised  
whales, lowered and after pulling about 2 m.  
our boat went on to ~~see~~ him - this is the  
first chance we have had and we improve  
it. We got on to him and the Boatmen  
got an iron into him the monster threw  
his tail towards the boat, and for a few  
moments we were in imminent danger of  
being stove, somehow or other I got a lunge  
of the line around my leg got provisionally  
I got it clear before he began to take line  
and we got out of the danger. Mr. Ripman  
went up and fastened and got on to his  
flukes so near that the crew leaped  
into the sea all but one man and Mr.  
Ripman. The Boat lay for the space of

ten or there minutes so near his flukes  
that we expected that he would be <sup>shot</sup> down  
to atoms but fortunately he did not feel  
her and she got clear. The men after they  
were in the water got hold of the sliding  
bar and the side of the boat and pulled on  
and though they were in the water not more  
than 3 minutes yet it was so cold that  
they were so benumbed that the last one  
could not help himself but had to be pulled  
into the boat by the ~~others~~ and another  
one had to be helped in. Thus said that  
in an instant they were all through  
they lost one of their cars and we lost one  
of ours, but the other boats picked them  
up. The boats then went at him but it  
was no use; they did not know their  
lanes nor how to get him.  
Mr. Ripner's line got foul and he cut  
the whale rounded and took nearly all  
our line, Mr. L. came up and went back  
on his, he came up and the boats  
pitched into him but they might as  
well have been on straw. Mr. W. fastened <sup>in</sup> and he  
had to cut again. Mr. Ripner fastened <sup>in</sup> again  
and soon after he had to cut. Mr. Steward  
went up to him and threw his line but  
was not near enough to reach him. He  
tore a lane but it was no go. In the  
mean time we got two or three lanes  
at him and one was a good one but  
did not set him spouting blood.

*Journal of a Right Whale*  
We sounded twice more and took out all of  
our line and part of the 1st both times whi-  
ch kept us hauling line so that we did not  
get any more chance to lance him. He had  
some beautiful chances to kill him but  
they were afraid and did not understand the  
business had too great a respect for his strength  
and so on and thus did not do him a harm!  
He was a noble great fellow and would  
probably have made over 20000 of oil!  
We hauled in on our line and cut hold of  
the end of the Ripper line. We gave it  
to him and then he started off with great  
speed with both boats to leeward. Part of  
our line and then we found that we were  
in a pretty mess the other boats line were  
around round and round our line and I or 4  
rows in the mess hauled the line into  
our boat and cut our line clear and gave  
Mr R the rest of it and he went on board  
The whale turned to leeward and Mr M  
S. went in chase but it was no go, we lost  
him, and that is an end of our right whale  
escape! Remarks  
Here is a specimen of our success. 4 boats at  
work on one poor whale upwards or about  
2 hours time and in all that time we did  
not go half a mile. The whale for the most  
of the time being fighting on snowing clear  
enough to kill a deer. When they did get up  
it seemed as though they did not know what  
they were about, but of them for they came on  
getting their boats all shot to pieces

*Journal of the whaling ship "The Fish Hawk" 1845*

so much business now a day. That I don't  
give any regular account; but up to this  
day (July 1<sup>st</sup>) we have not fasten'd to  
any whale, though we have towed  
every day when the weather has been clear.  
The whales are going pretty quick they  
are so much hunted. Ships are in  
sight about every day and most of the  
time chasing whales. We spoke the  
vineyard of Old town (Martha's Vineyard)  
and just as our boat got there a whale  
broke up astern of her between us and  
them. we towed and they went up  
to him and struck him and got the  
blight. He brought us and the mate  
of the V. who was in our boat got her  
all stove to pieces. By the whale's run-  
ning his head into her and then  
jamming her under water. Providence  
they were not hurt, though the boy  
who pulled the after oar got pressed  
under water and was so frightened  
that when he came up he had lost  
his strength and was about sinking  
when they caught hold of him. The  
2<sup>d</sup> mate went up to him and got stove  
so that the crew had to go in the skin  
shells and pull aboard as soon as poss-  
ible. The mate got on to the  
1<sup>st</sup> boat and in touching round the  
whale he got stove again slightly.  
The two whale boats that were lost

# A Right Whale Cruise

Ship Samuel Robertson - Sperm & Right Whales

Just kept to work at him till he was  
down and died and sunk and so they lost  
him after all! They have been fast to 6  
or 7 whales got 2 Sunk 3 or 4 I am not  
certain which and one ran away  
in spite of them. Yesterday July 27<sup>th</sup> took  
the Salem of Sag-Harbour who have  
been more unfortunate. They have taken  
two whales and picked up a dead one  
One whale that they got fast to the ship  
got foul of one of the men and took him  
down and they lost him! Another whale  
that they got fast to tore the mate's  
boat and broke his leg! Another whale  
they got fast to tore the 2<sup>d</sup> mate and  
cut his <sup>the mate's</sup> head off. Hard luck indeed!  
It is wonderful that more are not lost  
and brings us to see the protecting care  
of our Maker over us, poor ungrateful  
Mortals that we are.

How little is known at home and how  
little is thought of the dangers suffering  
and death of the poor weather beaten seamen.  
Could you be here and hear the accounts  
that we hear and see what we have  
seen it would make you shudder. How  
much have you to be thankful for as  
well as we that you have a comfortable

Whaling on the No. West.

Home and plenty of protection from the winds and storms. While we have to be thankful that we are yet spared many of these dangers and though we have been visited with deaths and dangers yet many of us are spared.

Could you bring it for a moment to your mind how comfortable it must be to be fast to a whale all night - wet and in a thick fog - your ship lost and you don't know where will find you then you can imagine what is the situation of some. Again fancy yourself fast to a whale running to windward, you get stove or capsized and then you are clinging for life to the rock or to the bottom of the boat in this chilly water. Perhaps they have lost the run of you or it may shut in foggy and you are left helpless and almost hopeless till you are found or till exhausted you give up and sink in the waters never more to rise till the last trumpet shall summon the sea to give up its dead! We have lowered twice this day and have not fastened. Ships in sight.

July 5<sup>th</sup> Took French Ship Alac of Home wanting 4 Whales. Have seen plenty of Sea-  
-Bark - Have seen no Whales for three days.

They have lost their 2<sup>d</sup> Mate by a whale  
Their Doctor came on board to prescribe

# A Right Whale Cruise

for some of our men that are sick. The cup's  
belon for the Liver complaint & Consumption.  
I don't know which he has got but he looks  
badly and has a constant pain in his side and  
a bad cough. Poor fellow I fear that he is in  
a bad way, though he may get better. But a  
Ship's Forecastle is a poor place for a sick man.  
The others are ailing through the effect of  
mercury. One man has caught the Rheumatism  
this voyage pretty bad. I begin to fear that  
I have got it slightly, for I have pain in some  
of my Limbers at times. We have good quiet  
times so far and plenty to eat and drink  
for which we ought to be thankful to  
the Father of Mercies. Have seen no whales to  
July 9<sup>th</sup>).

July 12 Have seen no whales as yet. Have spoken  
the French Ship since. At night spoke ship coming  
of New Bedford 12 one out 1000 bls. Have taken 5 bls  
more making 700 bls.

July 16 Blow a gale. Under a Close Reef's Main Captain  
Have spoken Ship Sarah of New York. No whales as yet.  
Have seen Humpbacks, Fin-backs & Sperm Whales.

July 27<sup>th</sup> Have seen Whales I don't know how  
many times and lowered and Arised-ashed  
I lowered and have not made out to get far.  
Our boats are getting the worse for all this  
and they will be pretty much done up by  
the time we get out of this allowing that we  
don't get lost which would be much worse  
for them and us too for that matter.

Spoke Fred Lewis a New Bedford 9 months out  
600 bls. Have taken 3 Whales and picked up

A Right Whale Cruise. 2122  
a dead one this season. Heard that Capt Soule  
in the South America was full less on  
whale which he has got before this time  
in all probability. Heard that the capt  
of the ~~Champion~~ <sup>Champion</sup> got his leg broke by  
a blanket piece tearing out of the neck  
by which they were taking it in, and  
has since died. We are all waiting for the  
season to be up so as to get out of this as  
soon as possible for we are all heartily  
tired of this, & assure you. The Lewis piloted  
out here fore top mast coming round Cape  
Horn and lost two men.

Aug 13<sup>th</sup> Have seen no right whales for the last 11 days  
had a gale of wind of 5 or 6 days and the rest of the  
time nearly calm with rain at intervals  
Have spoken the Champion whose capt was  
hurt by the as above. Learned that he died  
through mortification taking place as no  
one dared to cut his leg off till it was too late  
and then the cook took it off. Nearly calm  
and slightly foggy a ship in sight running  
down to sea. Ship proved to be the Champion.

Rather think we shall not get a Whale this season  
Begin to think we may have to come out here  
again, that is if the old man can get credit.  
I hope that we shall be spared this trial, for  
I had rather work that length of time at hard  
labor in the States prison than to come on  
here again and in fact I think that he  
has kept us out here long enough wearing  
away our lives for nothing but to gratify him.  
Indeed I think that there is no one in the

# A Right Whale Cruise

Ship that will go with him. Now or no now  
if he undertakes to keep her out here any longer.  
He (the mate) has got a few dollars coming  
to him and suppose he would stay out two  
9 years and suffer every indignity rather than  
lose it, in fact he cannot receive much  
more than what he has already and that  
in sight of all hands!

Aug 15<sup>th</sup> 1845

## Right Whaling

As it is something uncommon for us to go down  
to a right whale I think I will give you a  
full description. So here goes times and so on  
as near as I can guess. About 9 o'clock this morn-  
ing raised whales stood along for a few minutes  
and backed the main yard. Lowered away the Bow  
Wass and Larboard Boats at <sup>last</sup> pulled off to leeward  
and hove up a few ships lengths from the ship  
we were nearest to him when he came up  
and Mr A sung out "pull ahead" pulled a few  
strokes and he as suddenly sung out "Heave up"  
Hove up and looked round and saw the whale  
rolling over and acting as though he heard  
or saw something. Directly he straightened  
and headed across our bow or as whalers call it  
it we were "square off and on" which is the  
best way to go on to them "bring ahead!" we  
sprung our oars a few seconds and "Heave up"  
Hove up and took another look and he had just  
got one of his broad fins out of the water and  
was as whalers call it "finning" Spring says  
me and the next thing we knew we were up  
to him "stand by to hold her when I tell you"

# At Night To Whale Whisker.

And Mr. Ayer and there was good reason for  
he had carried on to winward of him and every  
whaleman knows the danger of going on to a whale  
in that manner. Give it to him Palmer! Turn  
them hard! and then we did but we could do no  
more than hold the boat and add to our danger  
there was another whale under this one who  
we could see under water but by the blessing  
of Providence and good management we got  
clear of them. They prove to be a Bull & Cow  
who were doing a little bit of courting and  
had struck the bull. The cow came up and  
put out to winward leaving her "struck"  
lover in the lurch. (If we had struck the cow  
we should quite likely have had a fuss for the  
male is generally too much of a gentleman  
to leave the lady in distress but would stop  
and fight for her first on one side and then  
on the other till she is dead or he gets picked  
himself. He started <sup>and</sup> run a little and then <sup>we</sup>  
he took out both ends of our line and Mr. L  
having got up with us he gave us his line  
and we bent in and gave him the line  
and here we were with an empty boat  
again. He took our boats warp and hove  
it into their boat and they made it fast  
and we had nothing to do. Mr. G & Mr. L  
came pulling down and got there by the  
time the whale got up. He started on a  
boom run with two boats in tow and having  
twenty three hundred and forty feet of line  
in the bows and then he went faster than  
the horse boats could pull and sail which was

# A Right Whale Cruise. by Wm A Allen.

Probably 5 miles ~~away~~ an hour. But I am tired  
of full descriptions & so here is what closes we  
made out to get up to him near enough to hear  
a lance in his flukes and finally for time to  
any away we went. Here we were tired out, wet &  
stuck the whale walked off about his business.  
If this is not too much then I don't know. Went  
aboard and took in sail for the night. It is no  
use to write any more about Right Whales.  
It began to be foggy and as we began to steer  
for Sandwich Isles and I for one ~~am~~ heartily  
glad of it.

Journal of 39 Night Watchmen.

# Journal of Nothing

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Sept. 15th Sat. about 22 N. Long 154 or there  
about. Saturday. Here we are again in warm  
weather and within two or three days sail of  
of Oahu. We are all here safe and for the most  
part well; it ranks be to a miracle. I'm  
and though we have got no oil we have had a  
good time of it as we could expect everything  
considered. Mr Worth our Capt. problem has fret-  
ted himself terribly because he has got no oil,  
he thinks he is ruined as far as getting a ship  
goes, and I suppose he is. I sincerely pity him  
but I cannot help him. He is a good man as  
to treatment &c. and I would go with him (if he  
was coming capt and I was coming again)  
in spite of his hard luck quicker than with  
any man I know.

Sept. - Made the Island of Howee. Set the Studding sails  
and pointed her for Oahu. We had a first rate run  
of 140 miles or thereabouts in 12 hours. Rounded Dia-  
mond Head about an hour before sunset. Took in  
Hawaii's top gallant sails and doubled the fore-  
sails, stood in ready to the passage and cleared  
away the Starboard boat and started for the shore  
when about  $\frac{1}{2}$  or a mile from the ship met  
the Capt in the Pilot's boat passed "How do you do"  
and turned about and went aboard. Pilot took us  
in a turn of ship Erie (Whaler) and a man of the  
United States Ship Savannah where we have  
dropped anchor for the present. Capt came on  
board and showed hands round and asked what  
success. Told him nothing and he said he didn't  
care one damn he would take in a little freight

By he could get it and if not he would fill her  
with salt water and try and see if he could drive  
her home &c &c &c &c &c &c &c and so on —  
So we are all right now — Homeward Bound!!  
At last we shall point our road for home  
and if Providence permits we shall  
yet arrive in our native land.

Journal of a Sperm & Right Whale  
Written by Asa Allen of the Town  
of Westport County of Cumberland  
State of Maine

United States of America,  
For his only & much loved Brother  
Charles M. Allen.

Within the years

1842-3-4-5-6

On board Ship Samuel Robertson  
New Bedford  
Mass.

1845

My Brother oft in fancy

My Brother oft I see thy face

When seated in the Storage Room

"When thinking o'er my early days"

My fancy often brings thee near.

But may it all be fancy's thought

And may you never come out here

No mouldy bread you might be brought

And other drink than coffee then.

1794  
The first of the year  
was a very cold one  
and the snow lay  
on the ground for  
many days.

The weather was  
very cold and the  
snow lay on the  
ground for many  
days. The first of  
the year was a  
very cold one and  
the snow lay on  
the ground for  
many days.

The weather was  
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very cold one and  
the snow lay on  
the ground for  
many days.

# A Right Well Deserved Punishment by J. H. H.

Terms in Cate

Sept. 1845 As I was standing on the fore  
yard to-day, I happened to cast my eyes on board  
of a ship called the London Packet and as I  
looked I thought I saw a sight which is per-  
fectly familiar to my feelings namely the  
motion of a man bending all his energies  
urged on by the maddening impulse of his  
own vindictive feelings flogging one of his fellow  
creatures. I could not see the victim of cruelty  
and 'revenge diabolical' but I could see the  
capt as he paced up and down the quarter  
Deck and about once in five or ten minutes  
give the poor man from two to six lashes  
with that horrid instrument the cat-o'-  
tails. After giving him three or four lashes  
with the cat with all his strength, using so  
much exertion that he jumped off  
his feet in order to give more force to  
each blow when the poor fellows bare  
back would begin to get numbed by the po-  
with a refinement of cruelty known to  
whaling scoundrels he would stop as well  
to rest and curse till his back would  
recover its feeling and he would receive  
tenfold suffering at the next infliction.  
But it is enough my heart sickens and  
my blood burns as I think of it and simple  
sense till I could almost turn Turk and  
for swear my country. At all at I can I say  
with these things in view when I hear  
a foreigner running down our country's flag  
not a word - but with the flush of shame

on my cheek sit and hear in silence. But Emory.  
The painless ship inside and out and also, sent up  
our new sails and bent them got our water and  
provisions on board weighed anchor bound for home  
after beating and tacking between the Islands two  
or three days arrived there lay off on one day and  
kept off for home for two or three days we had  
strong trades and got as far as 10 Deg N and then  
the wind died away and we have had calms  
light winds from all quarters squalls thunder  
lightning &c till we got as far as 15 Deg South.  
10<sup>th</sup> Nov We are going to Birnie Society Isles if we  
can get there. Have seen nothing but porpoises &c  
Yesterday saw one of the Chain Islands and have  
seen one before. We have so keep good lookouts  
nights in consequence of having drifted so far  
to the Westward during the calm weather that  
we have got among a cluster of Sand Banks  
coral reefs and low Islands covered with Cocca-  
nut trees known as the Dangerous Archipelago.  
Sunday Nov Made the Island of Manihi

Journal of a Whaler  
Nov 6<sup>th</sup> Made S

### Another Row

As I have written before, we made the Island of Oahu and lay off and on two or three days. The Capt told us his new boat or rather old one for we brought it from home with us though we have never used it and 300 bbls of Casks and barrels and a precious time we had of it. I can tell you. It blew as it always does here and we put her under double reef'd top sails. The Capt went on shore and left our worthy mate to superintend the refting of the casks and barrels &c. Now one thing at a time is as much as poor Green can attend to and when we got to taking out casks he began to sweat and turn the wrong way. To show his forgetfulness and to prove my yarn I will relate a little incident just as it happened. We were wearing ship and he called us up out of the hold to lend a hand. We were heaving in shore and he wanted to get her on the off shore tack she was coming round well enough but our little thing and another bothered him and he forgot in his excitement that he could not walk in the air for he was standing on the tryworks looking up at the main yard singing out to the men to brace away the yard backing in the mean time the he backed himself off the tryworks down on deck nearly or quite four feet high and came within an ace of

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tumbling down into the main hatch  
thereby getting a striking proof of the laws  
of gravitation. So I reckon. But to go on with  
my first yarn - Matz is terrible afraid  
of land and in consequence he would not  
go within  $1\frac{1}{2}$  miles of it any now though  
we had a breeze that would allow us to go  
within 40 rods thereby giving us tremendous  
long hard pulls of it but we got along very  
well with the casks and arrived by dint  
of much hard pulling in safety though it  
rained like seven bells and we got well wet.  
But the barrels - I must tell you a little  
bit of a yarn about them. The Capt sent  
of word to raft them all on deck and  
he went to work and put two on deck and  
one on top of them and rove a rope through  
them by means of rope becketts which were  
affixed to the barrels by taking of the greater  
hoops and putting the two ends of the rope  
between the barrel and it forming a bight  
or bucket through which the rope was rove  
so Matz places his first three barrels chock  
aft, rove his rope through them and then  
three more & so on till he got as far forward  
as the gangway - this afforded a fund of amusement  
for all hands and all were speculating on the  
way he would get them overboard; but when  
he got as far as the gangway he had only got  
half his barrels so what does he do but turn  
about and make another tier in the  
same form back again! Every body was  
laughing in their sleeve at Matz's stupidity.

McMurray's Journal By W. A. Allen

After five or six hours run we arrived off the Harbour

1899  
Just as we got ready for the grand leem out the Capt came on board. We hove over the rest of the casks hooked on to them with our boat while the rest got over the barrels. After the casks were clear from the ship the Capt told them to hook on to the first row of barrels and we told him that they were not single. He went on and told him how he had caught them and then the Capt began to curse and swear black and blue and told him that if one of the hands had done such a thing he would have flogged him! They pulled and hauled but it was no go, so they cut the rope and the Capt took a few with him on shore and made him cast the rest all off and reeve them singly! The time occupied about getting the barrels overboard was precious for the ship was getting to leeward of the passage and it would be useless trying to tow to windward. So as I said before the Capt took a few along with him and when we got on shore with our raft we saw the old man a little to leeward of the passage and pretty handy to the reef so we jumped in our boat and sprang to our oars to help him and we were but just in season for he had got in the reef and 5 minutes more would have thrown him on the reef. All this time there was a heavy squall of rain coming and before we got on shore it struck and the way we got out was a caution.

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tumbling down into the main hatch  
H  
U

We got them on shore and then the capt-  
told us to go in a house out of the row  
Mr Ripner bought a couple of baskets of  
green oranges and we lay back on the  
In a few moments it held up and  
then the capt came along hurrying us up  
so we went out and cast of the barrels  
and rolled them on shore and then he  
told us to shove off and pull to the ship  
there was a very heavy rain coming  
and we thought we might have been  
man enough to let it stop till it was  
over but it was no use a sailors  
motto is Growl you may but go you must  
so we got into the boat and had but just got  
clear from the shore when down it came  
in drops as big as buckshots; it was no  
use paddling so we shove up and took it  
with as good grace as we could. After it  
was over we pulled out to the ship and  
when we got there Uncle Jid was just  
hooking on to the other raft throwing it  
overboard so we had to take that and  
go back again. In the mean time the  
ship had drifted so far to leeward that at  
about an hour pull we found we could not  
enter the passage and consequently we had  
to keep off for the sea one, making an increase  
in the distance we had to pull of about two  
miles. However after about four hours of severe  
pulling - so severe that one of our men gave  
up so tired that he could not use his arms

Memorandum. By W. A. Allen

After five or six hours run we arrived off the Harbour

Beyries the Capt. ...

we made out to get it on shore. It was now about two o'clock and you may judge that we were hungry enough but do you think he was man enough to offer us anything to eat? No such thing. Bear a hand and count off 400 shingles and go up to Tannor (distant two miles) and take off a couple of boatloads of wood! Mr Hipson walked into the store and asked him if he was not going to get the men something to eat after the pull we had had. He turned and asked what time it was and found out that he could not get out of it without showing his manners to strangers so he told Mr H to look around and see if he could find anything, which you may believe was pretty soon found.

After we got our dinner we went up and got our wood and went on board taking the Capt. along with his bag of money.

By the way I must tell you how the old man got back in; he sold his casks for 50 money dollars and when he came to get his pay the buyer paid him off in five franc pieces which pass here for a dollar, but which would be a dead loss of six, two cents per barrel. The capt. roared and raved but it was no use fellow was all smiles and as quiet as a kitten. The capt. told him if it was not so rough and blowy he would see him in hell before he should have a barrel! But the merchant knew that as well as he did so the old man was obliged to make the best of it. It ends this day.

lumbering down into the main hatch.

The next day went on shore and got another boat load of wood and started for Erine. And now I will tell you something about Ulatte.

The French still hold possession of the low grounds and as far back as their guns command. They are building fortifications back of the town and have got many guns placed on commanding situation near the town. The French have lost about five hundred men and they are dying off daily through scarcity of provisions and the severe labour in which they are employed. Mr Gray the principal merchant here says the pork they deal out to the soldiers is as green as grass. The poor fellows look thin and miserable.

The French Frigate Uranie 64 gun has been and the English Steam ship Salamander. While we were towing in the last raft the English Line of battle ship Collingwood 86 gun Rear Admiral Seymour made her appearance and came to anchor in the harbour and saluted the French Protector flag with twenty one guns.

The green Pomare still holds out on her impregnable island of Pileia.

Homeward Bound By W. A. Allen

After five or six hours run we arrived off the Harbour of Bimeo. The Capt went on shore and got what money was due him on his former visit, bought a few coconuts Pine Apples Bananas &c while we were taking the last named articles on board there was a row kicked up between Uncle Gid<sup>d</sup>, the boys and finally Gideon hit Daddy and the Capt hearing the row came and sent them both below. The Capt tried them and Daddy was acquitted and maty was kept below for punishment. He lied hard and often but it was no use, he did not know enough to keep from getting caught. However all is at peace now and Gideon is on duty again. Steering to S & W with free wind and there is strong suspicion that we are bound on New Zealand Night Whaling!!

The Captain of this ship ought certainly to be called the Prince of Liars.

However we will wait and see what winds up next. We are now among the Hervey group of Islands. This night it is raining and this morning the wind suddenly shifted dead ahead taking us all aback we had fudding sails out and though the wind was light yet it rained hard and that frightened our beloved & courageous Capt as much as wind & he bawled for all hands and giving them a thorough wetting for what we could easily have done in our own watch he sent them below

Howard Birch.

Nov 22<sup>d</sup> - 1845

Provisions. New Outfit &c Birds Eye View  
In spite of the utmost economy and rigidity  
economy we found ourselves at the expiration  
of four years hard up for grub as the sailors  
call it. Though our bread got mouldy, wormy  
and full of bugs, our flour so wormy that they  
actually eat through the heads of the barrels  
our meat so old that it shrunk up almost  
to nothing, though what there was of it was  
very good, - considering, yet we must live and  
to live we must eat - and in consequence we  
eat ourselves out. So in addition to his other  
expenses he had to buy meat and bread. So he  
goes to work and buys a lot of meat - part of it  
stinking enough to turn a hog's stomach  
and a lot of bread part of which is about as  
bad as our old bread was. There is mainly  
principle for you! He has kept us out  
here longer than the ship was fitted for  
at home because he is so proud to go  
home with an empty ship! He has ill-  
treated and drove away the bigger part  
of as good a crew as ever sailed from New  
Bedford and now he has bought provisions  
to go home with which are not eatable  
The stinking meat is cooked and passed  
down and the crew pass it overboard and  
make out on bread and water. For I can  
not eat it - coffee for after 49 months practice  
I can hardly tell the difference between  
tea and coffee! yet that is about out and in  
a short time we shall have clear water  
though that will be no loss!

Cont. on 2<sup>d</sup> page from this

# Homeward Bound

Sept 28<sup>th</sup> 1845

at length we can say we are homeward bound  
After beating and banging about, or forty seven  
months both north and south east and west and  
dry hungry and full thirsty and now we are  
at length homeward bound and although we  
have been looking for the time with great eagerness  
yet now we have heard with our own ears  
that if we do not see whale that we shall  
go as fast as wind and sails can carry us, yet  
there is hardly a man on board but what  
would believe anything else. It seems too  
good or something like that I cannot describe  
which causes us to think anything and  
everything first. Oh fudge, I can't write  
Nov 11<sup>th</sup> I don't know about being home  
bound for the wind is fair to go to the  
S. & E. and we are steering N. W. with  
us to S. & W. on to the New Zealand  
Right Whale Ground!!!

There is truth & honesty for you!!  
He shipped men to go on the North Star  
last season telling them that he was  
going home as soon as wind and sails  
would carry him after the 1<sup>st</sup> of Sept. 1844  
When we came back he told us all  
he was going home and shipped men this  
telling them that he should be at home  
in 6 months. But here we are bound  
Right Whaling! If he can get where  
they are which man Providence forbids  
he is as crooked as the old boy and as  
wicked as ever. He may possibly get his  
head broke. Wm. J. Allen

1766  
Hoped

He has before made the  
the heart sick

# New Zealand Breeze

There is no use in saying anything for we  
have said enough before. There is no use in  
doing anything for if we do and carry it  
out that would be mutiny! Besides all  
this he told us in plain words that he  
was going directly home! again he shipped  
men to go home and now what is the  
reality here we are in about 26 south  
and the long. of 175 West - steering W by N  
& West by South beating to South & West  
with a fair wind and a free sea to run  
directly home

# New Zealand Right & Sperm Whaling &c Variety & Contrariety

Nov 28<sup>th</sup> Huzak my boys! Square the yards! Keep her South East! bound for Cape Horn at last with a gale of wind after us from the Westward, and the old ship going from nine to thirteen miles per hour and indeed we made 315 miles one 24 hours or 13 knots and two miles over in 24 hours and that like we could carry all sail!!! Go it old Sam, there is life in your old bones yet!

Since then we have had another row though his majesty did not conclude the scene by flogging. It happened that old Joe came on deck in the night watch and to show his zeal he ran down and sung out for the watch. This started the old gentleman and he immediately began to bawl out and rave and tear as though he was <sup>and</sup> ~~was~~ <sup>tried</sup> ~~was~~ <sup>poor</sup> though they had not had time for the purpose unless they had dressed as fast as though the ship was going on shore. But it happened to be my wheel and ~~one~~ I had dressed and gone to it as soon as possible for it is always calculated to relieve the wheel first of every thing. So I had a good chance to hear all they came along and the old tyrant not content with cursing them shoved Gager with his hands. Gager told him to keep his hands off he was not a dog and he be d - if he would hurry faster for him the capt then let him alone but pretty soon after as he went to do something he told him not to do it but to go down into the cabin (we were sending up the Mizzen 7p Gallant mast at the time)

Ca 51 W. B. Murres 2 Lig. Tag.

Pretty soon after he called his men told him  
 to get a pair of irons, he did so and attempted  
 put them on him but he said he would not allow it  
 the Capt then took a loaded pistol in each hand and  
 presenting them at Zager's head and threatening his  
 life if he did not put his hands in turn. Zager  
 submitted and the Irons were put on him.

The Capt then came on deck with him and placing ~~h~~ by the main rigging called all hands aft - when they were all collected he began to make an oration cursing and daring the men to do <sup>for</sup> him and threatening to do all sorts of things to those who disobeyed him. He finally wound up by making ~~h~~ promise good behaviour and listening

1/ Saw a school of Sperm Whales going to the East. Lowered and chased - After a considerable pull P. Q. Boat got along side of one and the boatster darted but did not fasten. It was our boatster and our boat crew that were in the boat for the bow boat had been taken in since we have got so far to the South. So we took the P. Q. Boat and Mr R staid on board. Mr W also staid by the ship for he drove a harlin spike through one of his fingers a short time since and it has not yet got well so the Capt - went in his place Mr Beys in Mr R's place and Mr Stewart in his own boat - We had a fuss on board before we lowered and we had a fuss after as you shall shortly see.

When the whales were raised we were steering East by North or E. by South. I forget which with the wind a few points free and standing sails out fore and aloft bound for Cape Horn. The star was at the main and the foremast hauled by the main of

## New Zealand Right & Sperm Whaling.

Yager was aloft forward. Stiles raised the whales and thought they were Fin-back's shortly after Yager saw them and told I that he thought they were Fin-backs (though he does know a Fin-back spout from a right Whales) Stiles told him to look sharp till they came up again and then he could tell what they were for the whales were gone down at that time. Just then the bell struck and Mr Yager was relieved and went down and marched aft to the mate and told him that there was Whales ahead and he thought they were Sperm Whales & Stiles thought so too! This he done in hopes if they did turn out to be Sperm that he should cheat I out of the bounty which is 16 Dollars Mr W went down in the cabin and told the Capt and he came on deck and began to curse and swear at I for not singing out for them. He went aloft and when they came up he pronounced them Sperm. The Ludding sails were taken in and the ship brought to the wind the Capt all the time abusing Stiles the worst way. We lowered the three boats as I have before written and we were the first that got near them. The Capt was so far off that he could not see what we were about but the way Daddy Ays raved because Palmer (the Boatster) did not faster was a caution, But I would not own that he had any chance he was too far off - too far aft and had a left handed dart and all these things and finally he shot Daddy up. He had about a common dart as good as the general average. But so much for a man holding up his own end.

# Wrecking Up or Pirate

Pretty soon after the Capt who had letters for his Boatmen got alongside of them and as he is not famous for going to near a whale he carries, I just near enough for to miss him! The capt had been cursing at all the time since he had been off, but now he open louder than ever. I told him that he was not near enough. Then why the hell didn't you say so & c and swore he could have sailed farther than he darted the iron & so he went on cursing and raving at an awful rate, stamping and jumping and damning it & his, & holy, and all, when it was his own fault. We chased them a short time after that but they were off & so went on board braced forward and went on our way.

Sunday Dec. 21<sup>st</sup> Raised a school of sperm. We close to the ship coming to windward like a streak. Hauled in the Studding sails and braced up on the wind made two or three tacks but it was no use they were out of sight to windward. So the old man let them go with a hearty cursing kept her off, set the Studding sails and away we go again.

Wednesday the 24<sup>th</sup> Raised Blackfish to night - lowered three boats and struck one and saved him took him on board and stripped off his blubber, saved his heart, liver and a lot of his carcass to eat and threw the rest overboard. The way we live lately is a caution - hash made out of porpoise and fried porpoise porpoise brains and porpoise stones & almost everything else. Sailors make

Homeward Bound - Wind Bound & Bound Home  
high cocks. Light head winds and calms lately  
seem to be the order of the day, which makes  
but slow headway for us towards home, but all  
in good time I suppose. Luckily we have got a  
fast sailor under foot and can go as quick as  
the next one when we do have a breeze  
We raised a sail off the lee bow a few days  
since and ran down to her; she proved to  
be the Eagle of Fairhaven we ran across her  
stern and spoke her and backed our main  
yard under her lee. Went on board and found  
a little dirty wet ship full of right whale  
oil. The Capt got a watch and when we  
came on board while we were taking up  
our boat she filled away and ran by us  
As soon as we got our boat up we traced her  
end and went by us as though ~~we were~~ <sup>she was</sup> tied  
to a post; and before night she was out of  
sight astern! They talk of carrying the news  
of our coming home too! Hard old news true  
Christmas Day has again passed by and we are  
still in the land of the living and although christ-  
mass and all holidays pass by with us as though  
they were not yet we have many blessings  
for which we ought to be thankful yet such is  
the state of our minds and hearts that we are  
unthankful for what we do receive and forget-  
ful of the mercies which are shown us when  
we imagin that we are woe off than any  
other part of creation and shut our eyes to  
the comforts we receive. We have been preserved  
through a long voyage full of dangers seen and  
unseen and while some have been taken  
away around us causing us to be thoughtful

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and our fellow creatures - In our blindness  
for a moment - yet blind stupid creatures that  
we are we forget or shut our eyes to our own  
depravity and rush on in sin as though we  
had a lease of our lives for all eternity.  
May the Lord have mercy upon us and soften  
our hearts and stir up zealous friends to the sailors  
who will cease not to pray for us to the Father of  
all Mercies who heareth the prayer of the  
righteous and has condescended to it. Say the  
prayer of the righteous availith much? No.  
Dec 31<sup>st</sup> Fine Double Reef's Topsail Breeze a  
little free bound for Cape Horn going from  
8 to 11 knots. Heavy squalls - carried away  
our weather Main S. Sail shed repairs and  
made sail plenty of hail which is quite  
a curiosity for those of us who have been  
round here all the voyage. Green Water.  
American Bottom Dred that. All these  
things are looked at by all dogs like us.  
If this wind only holds eight & forty hours  
longer we shall once more be to the East-  
ward of the Cape! Pretty cool weather now!

Capt. Saml. Robertson New Zealand

Jan 1<sup>st</sup> 1846

I wish you a Happy New Year! Here I have been for the last ten minutes since writing the wish and not a writeable thought coming in to this thick head of mine. Sometimes I hear the ringing of high bells as some merry couple go rattling with the speed of wind in high spirits and warm hearts - I had like to have said - cold fingers! Then again I hear the low musical roll of the skating party as they shew their "science" in many a Pigeon wing and - I am near saying Broken head! But what do you think of New Year's coming in the summer time? There is no sleighing or skating here unless you can contrive to get a sea-horse on the top of some stray iceberg! But I would not have you associate the idea of warm weather with summer time in these latitudes for there is as much of a chance for cold fingers here, as at home. New Year's <sup>morning</sup> found us under close reef'd fore and main Top sail Double reef'd main Top sail and reef'd main sail. We had a squall about three o'clock last night which made every thing sing and made us call all hands to shorten sail. Sent down the Fore Top Gallant yard and got every thing snug about four and went below again. This is our beginning for New Year! Had frequent squalls through the day and spent our time in making and taking in sail as we have had frequent squalls of hail and rain & wind. This is the way we poor sailors spend our New Year's Day! But there is one thing in our favour - we have no night here or rather it is all the time day light - for though the sun goes down yet his western light remains till you see the signal of his coming painted in red on the Eastern Sky. Steering East by South.

200  
This Saml' Robertson. New Zealand  
Jan, 3<sup>rd</sup> Doubled Cape Horn once more on our  
homeward passage. We have been favoured  
with noble breezes from South, West & North  
West and are now heading to N. & E. with  
a good breeze & high spirits Jan 5<sup>th</sup> in the  
afternoon the wind hauled to S. & W. & we  
have squared in steering W. by E. Set the  
studding sails. Thick foggy weather with rain  
has been the order of the day but towards  
night the wind has hauled and the fog has  
partly cleared up so as to allow of standing  
mastheads. Went up to masthead with Stiles  
and saw what we called Right Whale, but  
the capt was pleased to call them Finback  
and we were right glad to have it so. Ends  
this day. We are in hopes to see a ship soon  
outward bound and the way we calculate to  
go under the green horns is a caution, for our  
tobacco is rotten and not fit to chew and we  
can put on hard faces and tough consciences  
where the noxious weed is concerned. Lat 34 Deg.  
South Long. 60 Deg West.

Jan - We have now got out of the worst of the weather  
of our passage I suppose and have got in to decent  
weather the nights are longer the sun feels warm  
and we are in the Lat of 40 deg. & steering  
for home as fast as wind and sails can carry  
us. we have had two gales of wind and the  
way it blowed was a caution we sent down  
our top Gallant yards and close reefed the main  
and mizzen too. after lying too a while the capt  
kept her off and scudded her the whole day and night  
till the gale broke

Ship. Capt. Robertson *jealous*

Jan. 18<sup>th</sup> We have had head winds all sorts of weather  
since writing last but we are gaining slowly  
towards home I suppose. We cannot expect the  
wind to be always in our favour and for my  
part seeing that we have been so favoured in  
coming round Cape Horn and out of cold into  
warm weather I am very well contented to  
let the wind blow as it will. But our noble  
captain is sadly out of humor and curses the  
and seas and swears he will put her off for  
Cape Horn again! Would it that be a joke?  
The old fellow curses and swears terribly lately  
and I think the habit grows upon him. But  
I suppose we poor sailors can expect nothing  
better for he told his mates in the cabin that  
"Damn them I will curse them any how; <sup>but</sup> they  
deserve it or not to pay for their money  
a fear of me at the councils!!!" What a gentle  
man! Is not that mean and lowly and contemptible  
in the superlative degree? The sailors  
only laugh in their sleeves at him as they  
look over the side and see the old ship  
ploughing her way home. I suppose we are  
now in the lat. of 30 deg. South and long. of 32  
west. though I have no means of knowing  
certainly. We have got a heavy head sea  
and strong winds steering sharp on the wind  
on the Larboard tack heading E.N.E. and the  
old fellow shoving sail on her till she  
leaks badly and swearing that she shall  
carry it or drag it - and swearing that he  
will tear the masts out of her

Ship Saml Robertson New-aland  
We have seen two ships since we doubled  
the cape but could not speak them. one  
appeared to be a large Indiaman.  
Our stinking meat appears to be about gone  
for the last four barrels have been tolerable  
good. We have been pretty free from sickness  
only several have had the dysentary which  
I cannot account for as we have had no  
change of diet lately unless it was our <sup>fresh</sup> blac  
on Porpoise. The weather is getting first rate  
and the sailmakers begin to carry on operations  
in the night watches.

Feb - ~~Since~~ writing the above we have  
visited Trinidad and been in to Pernam-  
-buco & got some wood ranged &c.

We are now in Lat 12. N. nearly and Long  
about 50° West. Have had a good deal of  
of calm weather and in consequence  
we have not made much progress but  
we have now got a fine breeze though light  
and studding sails set low & aloft bound

Home

Ship Saml Roberts in New Zealand  
Ship Saml Robertson of New Zealand & of  
~~And if you want to know my name my~~  
~~name it is John Johnson~~ I've got a commis-  
sion from William our King to court all  
girls ~~that~~ handsome. With my false  
heart and false silver tongue I'll court  
them all both old & young.

Ship Samuel Robertson arrived in New Bedford  
March - 1846 after a voyage of fifty  
three months in the North & South Pacific  
& Elsewhere (S) Well at New



Sam'l Robertson  
The Honest Man

All are not just - because they do no wrong;  
But he who will not wrong me when he may  
He is the truly just. I praise not them,  
Who in their daily dealings pique not;  
But him who I spurns a secret hand,  
where he might plume, and defy surprise.

His be the praise, who, looking down with scorn  
On the false judgements of the partial herd,  
Consults his own true heart and nobly dares  
to be (not merely to be thought) the Honest Man  
Virtue want admiration

Wisdom . . . . . More Suplicants

Truth . . . . . Real Friends

Honesty . . . . . Practitioners

Religion wants less said about the theory and more  
about the practice

Fidelity wants a home

Love Charity & True Piety want to be in better

Credit William D. Allen

Thomas Knight William D. Allen Westbrook

Maine March 29<sup>th</sup> 1826 William D. Allen Westbrook Maine

Thomas D. Knight do do do do do do do do do do

My Dearest Rebecca (R. M. N.) (R. M. N.) (R. M. N.) (R. M. N.) (R. M. N.) (R. M. N.) (R. M. N.) (R. M. N.) (R. M. N.) (R. M. N.)

1826

Sam. Robertson

Miss: Genl Robertson

21  
Trip. Saml. Robertson

St + M Robert, ON

Samuel Robertson .

Ship Sam'l Robertson

Thip Saml Robertson New Bedford

Tristram Kobertson New Bedford

Thip Lard Robertson

New Bedford Whaler

New Bedford Bound

New Bedford Bound

New Bedford Bound



New Bedford Down



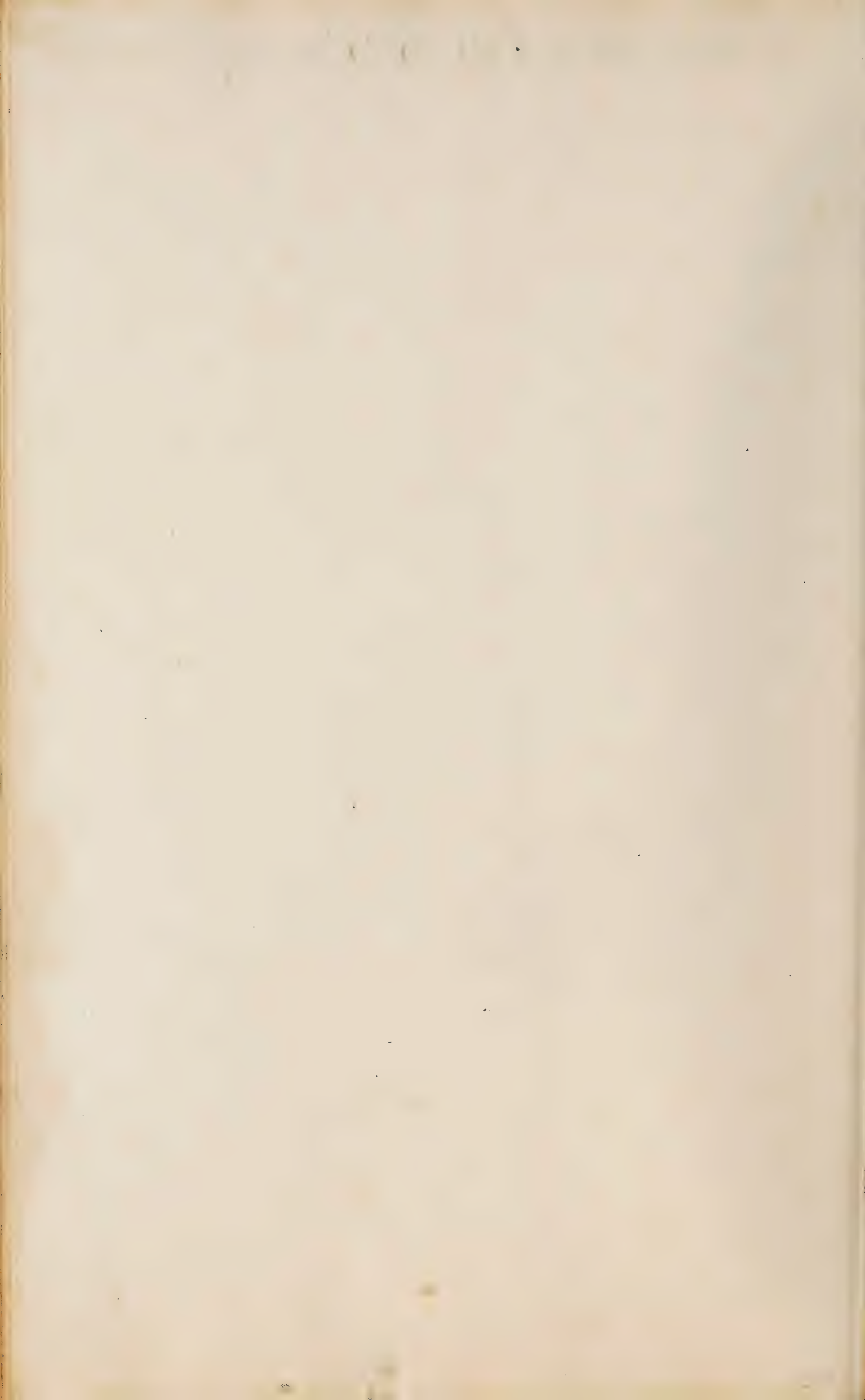
New Bedford Dunes

Sept. 16<sup>th</sup> 1845

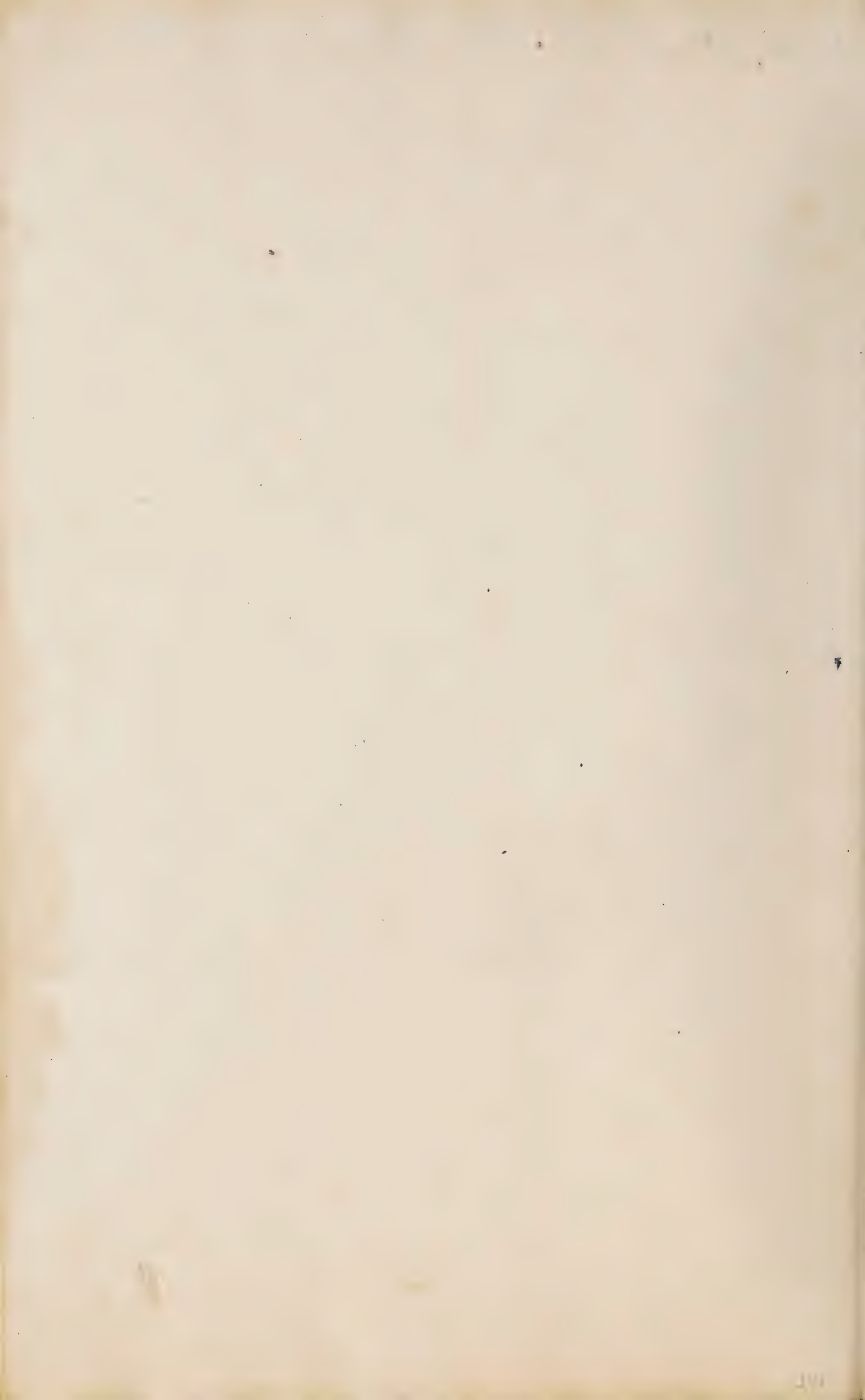
Dear Brother

As we are about to leave this place, probably for life I have concluded to trespass upon your patience for a few short moments hoping that you will excuse me

New B B B B B Bedford Bound



1800  
New York New Bedford Round



Feb 22<sup>nd</sup> 1792 Note of a whaler by W. A. Allen



a List of Ships Spoken During the voyage of Phil Robert  
 Ships Names Date month day year 1846 Out. in Port Masters No.  
 Narragansett Ship's M<sup>r</sup> Robertson  
 Indiana Harriet Winslow Harriet Winslow  
 United States Harriet Winslow Harriet C. Harney  
 South Carolina South Carol  
 Amazon  
 Henry Arton Capt Pinkham  
 Miss  
 Miss  
 William Gibbs  
 Lafayette Marquis Lafayette



New Bedford April - 1846

We the undersigned Officers & Crew of Ship Saml  
Robertson of New Bedford, wishing to testify our  
Respect for our departed Shipmates hereby agree  
to give the following sums for the purpose of  
raising a stone to the memory of C. H. Nickerson  
<sup>a citizen of New Bedford</sup> killed by a whale  
and ~~later~~ as a feeble testimony of our sorrow  
for his loss and sympathy with his bereaved  
mother Also to the memory of George Stevens  
a native of Pennsylvania who was killed  
by falling from aloft



A list of Whales got. Boats Stove. Officers Names &c &c									
Boats	Bels	Wh	Month	year	Boats	S. Lat	Long	Officers	Office
Starboard	30	-	1	Nov 11 <sup>th</sup>	1841	—	33.10 <sup>N</sup> - 38.19 <sup>W</sup>	Richmond	Rippon
Waist	10	-	1	Dec 9 <sup>th</sup>	Do	—	—	P. Voss	Larati - Stewart
Do	44	-	1	Mar 11 <sup>th</sup>	1842	—	27.45 <sup>S</sup> - 76.40 <sup>W</sup>	Do	Do
Larboard	44	-	1	Do	"	Stove	Do - Do	J. Potter	North
Do	137	-	1	Mar 22 <sup>d</sup>	"	—	20.15 <sup>S</sup> - 76.10 <sup>W</sup>	Do	Do
L. Bow	50	-	1	July 7 <sup>th</sup>	"	—	6.05 <sup>S</sup> - 83.30 <sup>W</sup>	Stiles	Ayers
L. Bow	70	-	1	Nov 6 <sup>th</sup>	"	Stove	Lost - Bimer	Loc. John	W. Warner
Waist	70	-	1	Do	"	—	Do - Do	Larati	Stewart
Do	20	-	1	Dec 16 <sup>th</sup>	"	—	2.15 <sup>S</sup> - 122.15 <sup>W</sup>	Do	Do
Larboard	20	-	1	Do	"	—	Do - Do	Potter	North
L. Bow	20	-	1	Do	"	—	Do - Do	Stiles	Ayers
Do	25	-	1	Jan 30 <sup>th</sup>	1843	—	0.45 <sup>S</sup> - 120.30 <sup>W</sup>	Stiles	Ayers
Larboard	25	-	1	Do	"	—	Do - Do	Potter	Worth
Waist	30	-	1	Mar 20 <sup>th</sup>	"	—	Nowe - Jan. Isles	Larati	Stewart
Larboard	60	-	1	June 22 <sup>d</sup>	"	—	North. East - 30.12. - 173.20	Potter	Worth
L. Bow	80	-	1	Do 26 <sup>th</sup>	"	—	30.14. - 172.43	Potter	Do
Starboard	25	-	1	Aug 8 <sup>th</sup>	"	—	31.11. - 176.45	Richards	Rippon
Larboard	80	-	1	Do	"	—	Do - Do	Richards	Worth
Do	60	-	1	Do 11 <sup>th</sup>	"	—	29.45. - 178.00	Do	Do
Do	90	-	1	Sep 4 <sup>th</sup>	"	—	28.50 <sup>West</sup> - 178.43	Do	Do
Do	20	-	1	Jan 30 <sup>th</sup>	1844	—	South. 0.35 - 140.21	Do	Do
L. Bow	20	-	1	Do	"	—	Do - Do	Potter	Ayers
Waist	30	-	1	Feb 24 <sup>th</sup>	"	—	1.21 - 146.30	Larati	Stewart
Larboard	35	-	1	Do 29 <sup>th</sup>	"	—	0.05 - 150.40	Richards	Worth
Do	25	-	1	Mar 6 <sup>th</sup>	"	—	1.16 - 152.49	Do	Do
L. Bow	105	-	1	July 28	"	—	—	Potter	Ayers

John Nisbetwood Esq

Number of Whales By whom taken By whom raised  
Memorandum

26

3

6

Days Lai-Long Courses Whales &c

L

L

Days Let Long Courses What be

1  
2

10

Days Lat Long Courses Whales &c

N

It is not yet

0

Days Lat Long Courses Whales &c

2

R Mailed Western Isles Nov 15<sup>th</sup> 1841

S Same Robertson sailed from Bedford Oct 23, 1841 Struck first land  
Nov 12<sup>th</sup> 1841

11

W

Method of working a Flume Observation  
Manning & Hancock

H Par  
(54-52)

124-07-40 -	18-57 -	34-13	
16-16	11	20	
14-56			
724-38-52	19-08-00	33-53	
19-08-00	20-25-00	Secant Lat	02818
33-53-00	60-52-21	Co Sec PD	03640
177-39-52	106-25-21		
88-49-56	53-12-40	Co Sin H Sun	9.77728
35-48-56	19-08-00		
69-41-56	44-4-40	Sine Rem	9.74850
			19-59036 Sum
			9-79518 H Sun

Sine App Dist	9.91521	9.91521	13.14.38	mean T at ship
Co Sec 2 <sup>d</sup> Rem	02785	02785	5.02.48	time 5.02.48
Sec 1 <sup>st</sup> Rem	09104	11.69121	8.11.50	Long 8.12.36 add
TXI III	1.51870	TXIX 22840	3 Rect	13.15.24
	1.55380	1.86367	24.35.30	Ap Dist 122-38-52-2
			122.57.30	57.25-EC
				15.33.36
				5.02
				2.28
				14

Long West 122-57.30

At 5 Hours past Noon

12<sup>th</sup> of Dec 1842

Cor. necessary in working a Lunar

moon Dec	23.05.29	Ships time	5.08.48
	1.20.36	Equation time	6.00 sub
	50 P.C. 5 hours	mean time	5.02.48 at ship
	23.07.39	Long in time	8.12.36 add
	90.00.00		13.15.24
	66.52.21		

Cor TXIX 15.26  
TB add 1  
TA - 6

Log TXIX 2275  
TC - 9  
2284

True Cor TXIX 15.33 TXIX Dist 120, Suns Alt 20, moon Alt 30, Cor 14

Dist for proportionall log of Distances T 22-1-14-38  
add 12 Hours

Ship (Sant Robertson)  
J. B. B.  
U.S. of America

950  
Rule for working a Lunar Observation

Add together the observed distances of the sun and moon  
and the sun and moon's altitudes find the mean of each  
and add the respective corrections for Dip &c

Take the apparent distance of the moon from the  
sun to their apparent altitudes and note the half  
sum.

Take from <sup>the 27</sup> the following logarithms

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Proceedings of the Society On board Saint Robertson.

At a meeting held on sat eve June 25 after the  
usual exercises were gone through the business  
of the meeting was opened by choosing <sup>Mr John Ayers moderator</sup> Mr J. Thineas  
president John Middlewood vice president  
William Allen secretary. Messrs Worth Richmond  
McGhie & Shields were chosen for a committee  
of four for the purpose of carrying the pledge on  
board of other ships after the officers were elected the constitution  
of the society was read and adopted Two new members were admitted  
Several short addresses were delivered by different members of  
the society

Very well thank you - Come all  
Heave ho you de Capt - Despatch me!  
Hornblower - Capt Despatch me!  
is that?  
Very well I thank you - What ship  
it the house very well Capt Despatch  
if you  
The Commodore the ship  
Hornblower!  
What ship's that?  
Despatch!  
Ship's ship!

Very well I thank you - What ship

Very well I thank you - What ship

Edward Cary Nauluckel

Edward Cary Nauluckel

Edward Cary Nauluckel

E. C.

of the society  
to carry into effect the views of the society and order  
the meetings with an address  
Art 5th It shall be the duty of the President to open  
copy of our pledge on board the different ships we may  
Art 4th It shall be the duty of the committee to carry a  
President are prudent secretary and a committee of  
Art 3rd Each monthly meeting they shall choose a  
times at the society shall think fit  
Art 2nd This society shall meet monthly and at such other  
and shall be auxiliary to the United States Washingtonian Society  
Art 1st This society shall be called the South Pacific Total Abstinence Society  
of the South Pacific Washingtonian Total Abstinence Society  
Washington  
Total Abstinence Society  
South Pacific  
Washingtonian  
Total Abstinence Society

10/11/00

to the

the

the

the

the

W. A. B.

Ink

Ink

Large decorative flourish or signature in the center of the page.

The property of Mr. John  
W. Smith & Co. 1843.  
John W. Smith & Co.  
Schemata  
and  
London England. Boston  
(Mass.)

List of whales taken

Off N. Mts <sup>ahals</sup> 1.30 66

" It bath 1 5 "

Bredus B-1 5

Off Juan P. 2 97

Off Coast Peru 1.127

20 - Charles Island

ther in all you can  
the thwart clear away  
each boat and in  
the holes as in play  
with strength undiminished  
has in her rear  
and the struggle is finished  
the drumming on fire  
shout clear from each  
terrible roar  
see the red signal fly  
and the conflict

By the Order of the Shipmaster Robinson

Journal

William Alfred Stevens

1039  
B81-62.2  
264

4110.

has

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